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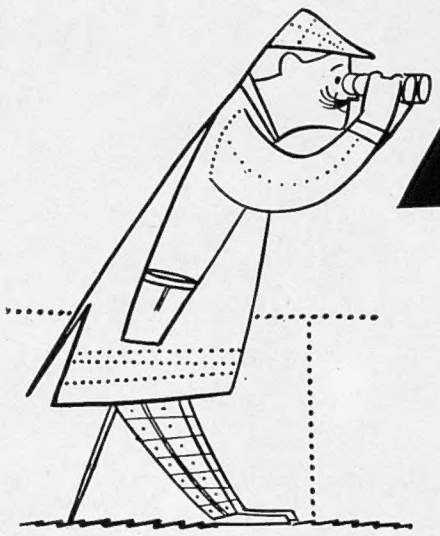

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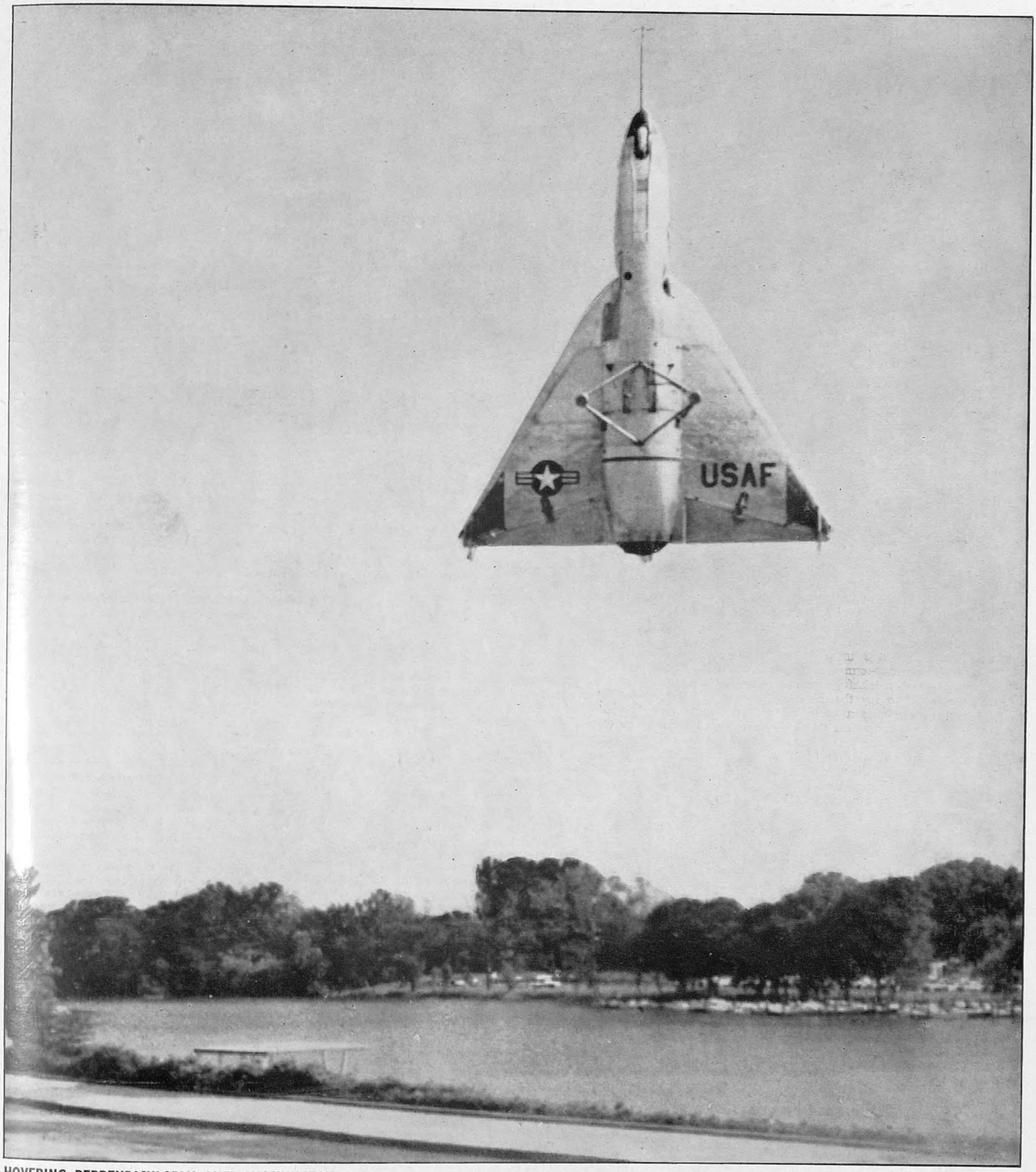

HOVERING PERPENDICULARLY OVER WASHINGTON—THE U.S. AIR FORCE RYAN X-13 VERTIJET IS DEMONSTRATED IN THE AMERICAN CAPITAL : It is hovering over the lagoon at the Pentagon Building while approaching the landing platform. The vertijet had taken off from a concrete pavement and hovered for a moment before climbing higher and levelling-off into horizontal flight. It depends solely upon thrust from its Rolls-Royce Avon jet engine for both direct lift and forward flight.

The public demonstration in Washington of the Ryan X-13 vertijet, a jet-powered vertical take-off and landing research aircraft, formed part of the U.S. Air Force's fiftieth birthday celebrations. It took off from a concrete pavement and hovered for a short time before climbing higher and levelling off into horizontal flight. Towards the end of the demonstration the pilot came down low again and hovered in a vertical position over the lagoon in front of the Pentagon building before returning to the landing platform. As it hovered, the jet blast sprayed smoke and steam all around.

The Ryan X-13 accomplished its first complete flight sequence in California, earlier this year. A hydraulic hoist lifts the plane into a vertical position for take-off, which is accomplished entirely by means of the exhaust gases from the aircraft's single Rolls-Royce Avon jet engine. Once in the air the vertijet can convert to level flight. When it comes in to land the aircraft turns its nose upwards and comes down on its tail, the thrust of the jet easing it gently back on to its launcher. The X-13 has been built by the Ryan Aeronautical Corporation of Lindbergh Field, San Diego, California.

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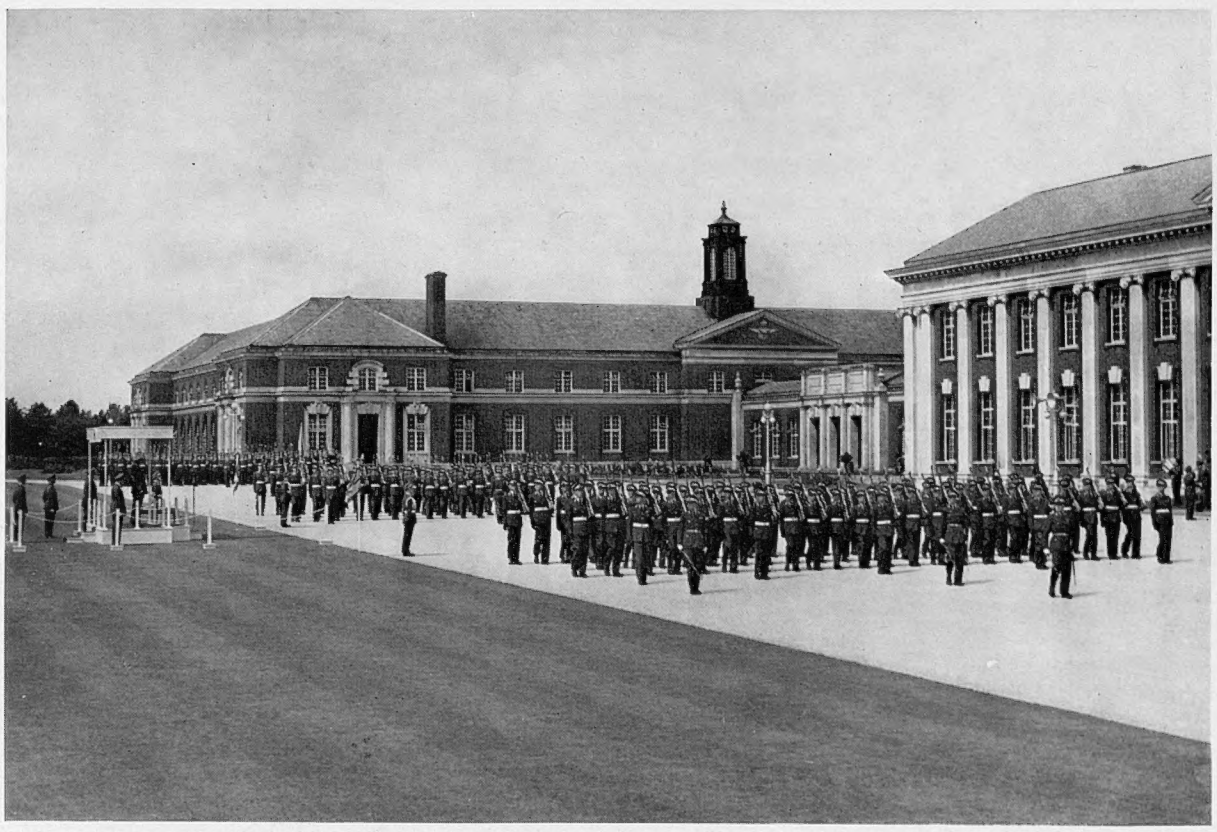


PASSING-OUT PARADE AT CRANWELL: Earl Mountbatten of Burma, the First Sea Lord, stands on the dais erected on the lawn facing the entrance to the main building at the Royal Air Force College at Cranwell, Lincolnshire, to take the salute at the march-past. The occasion was the passing-out parade of the seventieth entry of flight cadets.

THE BEST ALL-ROUND CADET: Earl Mountbatten present the Sword of Honour to Senior Under-Office Enright during the Cranwell passing-out parade

A London Newsletter

195-198, STRAND, W.C.2.

Time to say No.—The Government in an important sitting gained a handsome majority after the Premier had wound up that vital anti-inflation debate with the words: "There is a point at which no Government can stand idly by and in the name of impartiality be a silent witness to economic decline." How true! The point is when is, was, or will be, that point reached? It is odd to hear a Premier frankly admitting by implication so curious a policy of inertia. Mr. Thorneycroft earlier gave the same wordy warning. The Government must adopt the old-fashioned policy of saying "*No*" to Government spending, to wages increase, long-term investment, and so on. Very true; the policy of saying "No" has long since become "old-fashioned." It hasn't been used for a long time. If words and warnings could have done the trick, the trick would have been done long ago. But the warning stage is still with us and covers such matters as needless strikes, unpeaceful picketing, eternal wage claims and concessions and immensely inflated Government expenditure on long-term investments. Hear what Lord Woolton—surely a faithful supporter of the Government in power—had to say the same day on the last item: "I hear of the large sums to be spent on improving our railways, extending our tube system, modernising our roads. *Where is the money coming from?* Not from accumulated reserves. It must be new money for projects which cannot pay their way for years." When will the point be reached when the Government will say (and cease from promising to say) "No"? And that goes for Government spending and long-term investment, for reckless wage-claims, for reckless strikes, for sacrificing the "submerged tenth" and victimising the innocent public in a dozen ways on their lawful occasions, while the Government "stands idly by, a silent witness (or a wordy) to economic decline in the name of impartiality." If this is impartiality, cry the submerged, give us the reverse. It is certain that Inflation will never be cured by pumping in gas.

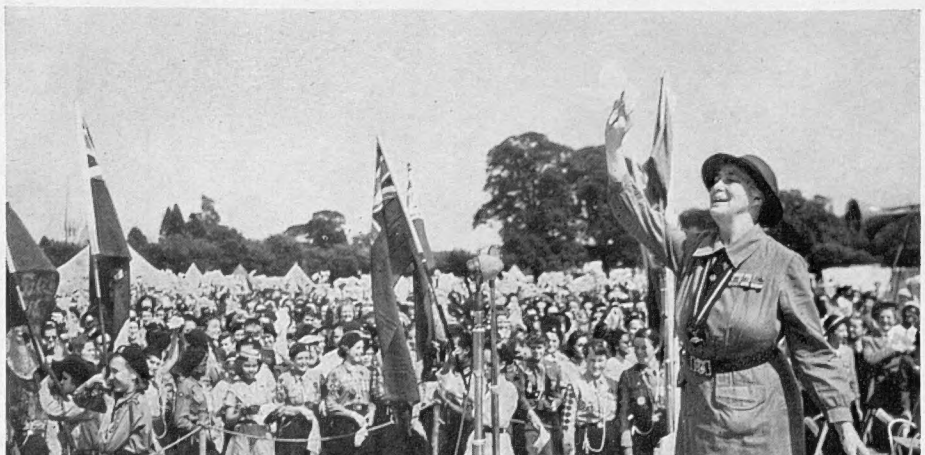
Strikes—A Reasonable Motion.—The Liberal motion for debate in the House certainly seemed reasonable and one would suppose practicable in a review of industrial relations to-day: "That this House, while asserting the full right of men to withdraw their labour, regrets the increased use of strikes as a weapon for settling industrial disputes when machinery is available for settling differences by negotiation or arbitration and when the chief sufferer is the public at large; further deplores the intimidation of peaceful citizens and calls on the Government to ensure adequate protection for those going about their lawful occasions." The motion adequately sums up the feelings of the suffering public and summarises a social evil of long standing, for ever worsening. Retrace the provenance of trades unionism and consider how remote from its original rules and regulations, conditions and guarantees, the movement stands to-day. Gone the responsibility, gone the authority of the elected union representatives. Rusting or scrapped the expensive and elaborate machinery set up to avert unnecessary strikes. Gone the constitutional rules governing picketing. In their places, constant sporadic strikes called at the bottom, often tardily accepted at the top—the tail wagging the dog—which short-circuit negotiation and arbitration and plunge the country and victimise the public in quite unnecessary cessations of work. And gone the constitutional rules governing "peaceful picketing." When these T.U. rules were made and accepted by all concerned, Governments still claimed and exercised the duty of governing. Full employment was an ideal, not an accepted condition, in those days and fear of unemployment is still the chief cause of to-day's industrial *malaise*. What w see to-day, what makes the public for ever the victim, i the serious loss of authority and responsibility ruefull accepted alike by Governments and T.U. leaders. A "free-for-all" is recklessly engineered by the worker themselves, some of whom acknowledge no leadership but their own impatience and no weapon but their own strength and loyalty one to another. It is anarchy and a such the peaceful citizen regards it with acute anxiety The strikers are leaderless men. So are the public.

Believe it or Not.—A letter in *The Times* from the Spitalfields firm of Ruane last week deserves all the publicity the Press can give it. If it is as accurate and fair as it sounds, the public should know the truth about working conditions of some market porters. If it is capable of refutation in any particular, publicity helps towards the truth. The porters employed by this firm a Spitalfields received £30 a week each in the twelve week before the strike began. The work is unskilled. Pitchin and portering (unloading into warehouses and barrowin or carrying goods from warehouse to buyers' lorries) not a full-time job. They are paid a standing porterag fee which often is earned without handling tonnages sometimes tonnages they never even see. In addition to the £30 a week, a porter by custom may receive "tips" from the buyer and no porter goes home without hi free "cotchell" of vegetables. When at work these me work very hard but there are always breaks in the day fo smokes and tea. The firm doubts whether most of the men wished to strike. But strike they did—by order and in so doing victimise themselves, the public and th lorry drivers whose long hours and hard work benefit th porters more than themselves. £1,500 a year with tips an perks for an unskilled labourer! Skilled men in othe more dangerous or more difficult, industries and professio might well envy these porters. You and I no doubt ma envy the rewards of their labours, even if we could n perform them. Certainly we should be informed about t Bedlamite condition of our economy, if only to realise t tyrannical power of the forces in the labour world whi operate between established authorities and the men the selves and can dictate a haywire system of rewards f labour and hold up the public at the pistol point or by turn of the screw. £1,500 a year for an unskilled labourer It is almost a justification for putting up the screws M.P.s and State Board bosses, with no condition attache that they should do something to straighten the haywire ou

Ex-Officers' Resettlement.—The pla announced to set up boards to advise on resettlement displaced servicemen in civil employment recalled to m mind the Appointments Board of the Ministry of Labo instituted in 1919 after World War I. I served in latterly as secretary, on my return from Germany, und Arthur Asquith and Jasper Ridley. Our panels we strengthened by the advice and experience of leading me in a dozen professions, such as Sir Matthew Natha

On right—

OPENING OF WORLD GUIDE CAMP AT WINDSOR: Olave, Lady Baden-Powell, the World Chief Guide, waves a handkerchief in acknowledgement of the rousing cheers of welcome she received from Girl Guides on her arrival at Windsor Great Park, in Berkshire, to perform the opening ceremony of the World Guide Camp. The camp is being attended by over 4,000 Guides from more than thirty countries. It has been arranged as part of the celebrations to mark the centenary of the birth of Lord Baden-Powell, founder of the Boy Scout movement. On her arrival at the Park, Lady Baden-Powell was greeted by Miss Anstice Gibbs, the Chief Commissioner.



MINISTER OPENS NEW HYDRO-ELECTRIC STATION IN SCOTLAND : Mr. J. S. Maclay, the Secretary of State for Scotland (standing at the microphone), is speaking at the opening ceremony of the Errochty Power Station of the North of Scotland Hydro-Electric Board's Tummel Valley scheme. To inaugurate the scheme, Mr. Maclay pulled a lever in the power station which unleashed millions of units of electricity. As he did so, he declared : "Power is the key to a nation's prosperity." Errochty power station, built in the hillside near the Tummel Bridge, is the Board's twenty-sixth power station. The water is led to it through a six-mile-long tunnel.

who was a tower of strength. Mr. A. E. W. Mason represented the *ars scribendi* and delighted us with his wit and wisdom. The thing which never ceased to astonish him was the enormous ratio of ex-officers whom we drafted into the profession of dental mechanic. Perhaps it was a proof of our vision, perhaps we foresaw the coming of the Welfare State and free dentures for all, irrespective of race, who troubled to call for a set. But the author of *The Four Feathers* discovered present mirth and present laughter in the trend. If we had many disappointments and were conscious of hope deferred, we had a few brilliant successes. The age of full employment had not then dawned. There should to-day be fewer tragedies of hope deferred if employers co-operate as then they did and if workers are not narrow-minded and ungenerous towards those who have helped to defend them.

Oxford Preserved.—The generous donation of £150,000 by the Pilgrim Trust—rather more than its annual average shareout—to the Oxford Historic Buildings appeal must encourage the sponsors of the appeal. The response from the thousands of Oxford men has hitherto been numerically small, and nothing should be said to make Oxford's own *alumni* believe that the job will be done for them. They are inclined, no doubt, to argue that Oxford is a national treasure and that Cambridge men have just as much a duty to subscribe to Oxford's preservation, and that is true and has been obviously accepted as true by the generous response of the Pilgrim Trust. Moreover, other great charitable trusts and other leading English benefactors may yet come in and any day a magnificent donation from America might gladden the sponsors' hearts. It is not a very favourable moment to expect Government assistance, though even that cannot be ruled out at a later stage. Even if the appeal can already reasonably anticipate the certainty of half a million in the bag before autumn, it is only a handsome fraction of the goal of £1,750,000 required to carry out the meticulous estimates, college by college and building by building, supplied by a team of experts. Probably the best time to renew the appeal with reminders would be October, after holiday time, when the "Christmas spirit" is rising and not yet deflated by other appeals and Christmas shopping. If Oxford men have the prime responsibility to do their bit, this nation and the rich nations of civilisation must accept the rescue of Oxford from ruin as a challenge to their claims to be upholders of civilisation.

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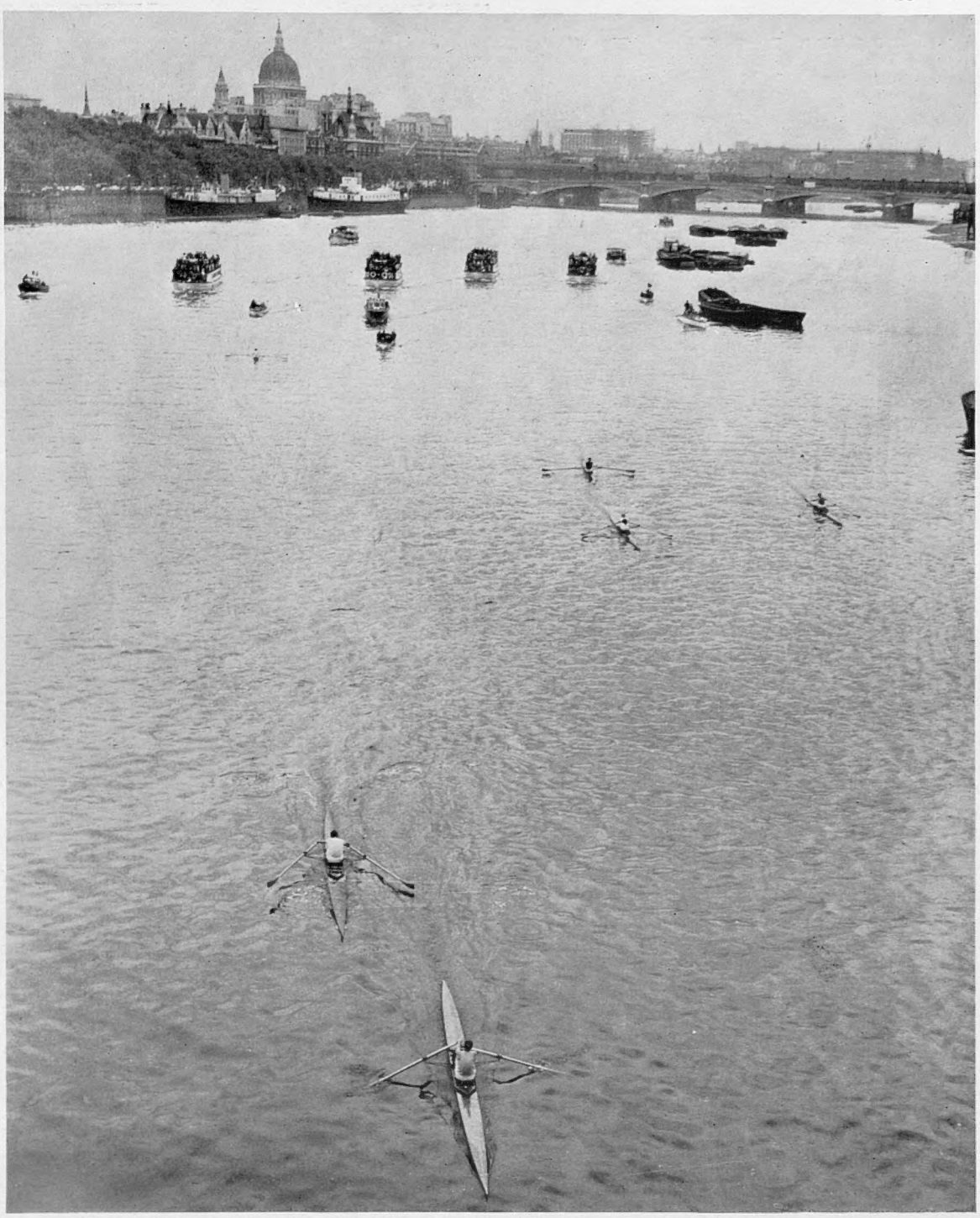


A HISTORIC BOAT RACE ON THE RIVER THAMES : Followed by pleasure-boats packed with spectators, competitors taking part in the Doggett's Coat and Badge race, from London Bridge to Chelsea, head for home. This year there were six contestants competing for the Badge. It is awarded annually to the Freeman of the River who finishes first. The race, which is rowed over a course of four-and-a-half miles, is restricted to youths who have just completed their apprenticeship.

Sacha Guitry.—I like to remember that I saw the divine Sarah act in *La Dame aux Camélias* and in *L'Aiglon*. Sacha's father, Lucien, long played Duval opposite her in the former play, and she and the Guitrys would no doubt be reckoned by old men to-day as essential subjects in their graduation as men of the world. Sacha was often in London, and mostly I remember him with his enchanting second wife, Yvonne Printemps, the sweet singer whom he taught to act, from whom he was parted, as indeed he was from four of his five wives, by divorce. Death parted him from the last. I saw him in *La Prise de Berg-op-Zoom* and *le Grand duc* and have a clear memory of his tricks and *nuances*, but the prettiest picture of all, from one of his plays, is of Yvonne, seated at a piano on the stage, warbling like a nightingale. Both of them were best suited to a small theatre and intimacy with their audiences. Indeed a "close-up" was necessary if one would note and appreciate Sacha's tiny touches of his art, as when, seated in a stage-box in a theatre scene, he applauded conventionally with one polite clap with his gloved hands and a second clap which missed its mark.

Too Many Tests.—Most cricket lovers, including star players, have come to the conclusion that there is too much Test cricket and that some of the teams accorded Test match rank have not yet the qualifications for that honour. The English side is, for the moment, as good as almost any we have put into the field in every department. Old Stagers will never, of course, admit rivals to the stars of their golden age when MacLaren, Ranji, Jackson, Fry, Hirst, Rhodes, and so on, were in their heyday.

CONGRATULATIONS FOR THE WINNER : Kenneth Charles Collins, of Bermondsey (on right), the winner of this year's Doggett's Coat and Badge race, is congratulated by Bill Silvester (on left), who won the race in 1937.

They will claim Kortright still as the fastest and best of the fast bowlers. Perhaps they will concede Evans as the peer of Lilley. But young and old will admit that the side which has handsomely defeated the West Indians is first class in every department. The West Indians, I suppose, about an equal match for most of our best counties, deserved the honour done them. They are an up-and-coming side, showed the true spirit of keenness and sportsmanship and gave us plenty of fun in a series rather too full of dreary interludes. No doubt, the financial side of cricket is of vital importance. Test matches help to keep the counties from debit balances, even while they dilute the interest in the championship, but if victory is secured when five full Test match days of play are still to come, the financial benefits of Test cricket are not so apparent. Still, the word "Test" has its great appeal, and I admit again my debt to TV which is an excellent substitute for pavilion viewing and an outstanding improvement on the horror and boredom of the "stroke-by-stroke" spoken commentary with its repetitions and dreadful statistics and reminiscences.

THE OLD STAGER

DEFENCE FROM POLAR ATTACK

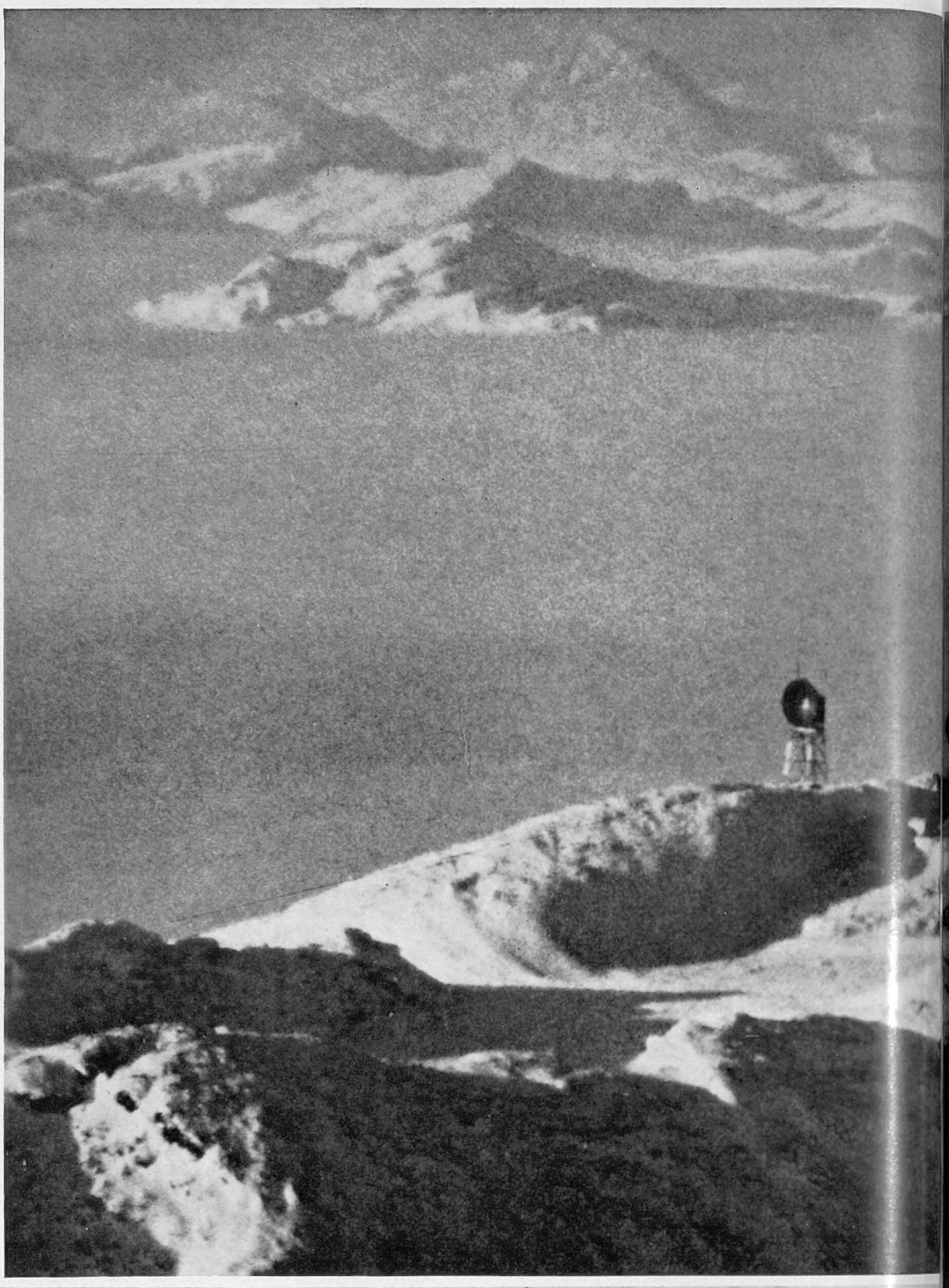
The Completion of the D.E.W. Line in the Far North of Canada

It has long been recognised that the North American continent could be extremely vulnerable to attack by air from over the North Pole. Because of this, Canada and the United States have combined in a system of defence in depth of radar warning installations. It consists of three lines : Pine Tree (in the south), running along the Canadian-United States border and then a little to the north of the Great Lakes to the Atlantic coast ; Mid-Canada which, as its name implies, extends from the north of British Columbia to Labrador ; and the Distant Early Warning line (D.E.W., or Dewline for short) from Cape Lisburne, in Alaska, to Baffin Land, roughly along the line of the 70th parallel and well inside the Arctic Circle.

At the end of last month it was announced that D.E.W. had been finished and that the defence system could be regarded as complete. From the nature of the Arctic territory, Dewline has been the most difficult to construct. During the thirty-two months of its building a U.S. naval task force was engaged in ferrying supplies through the frozen seas to sites for the radar stations.

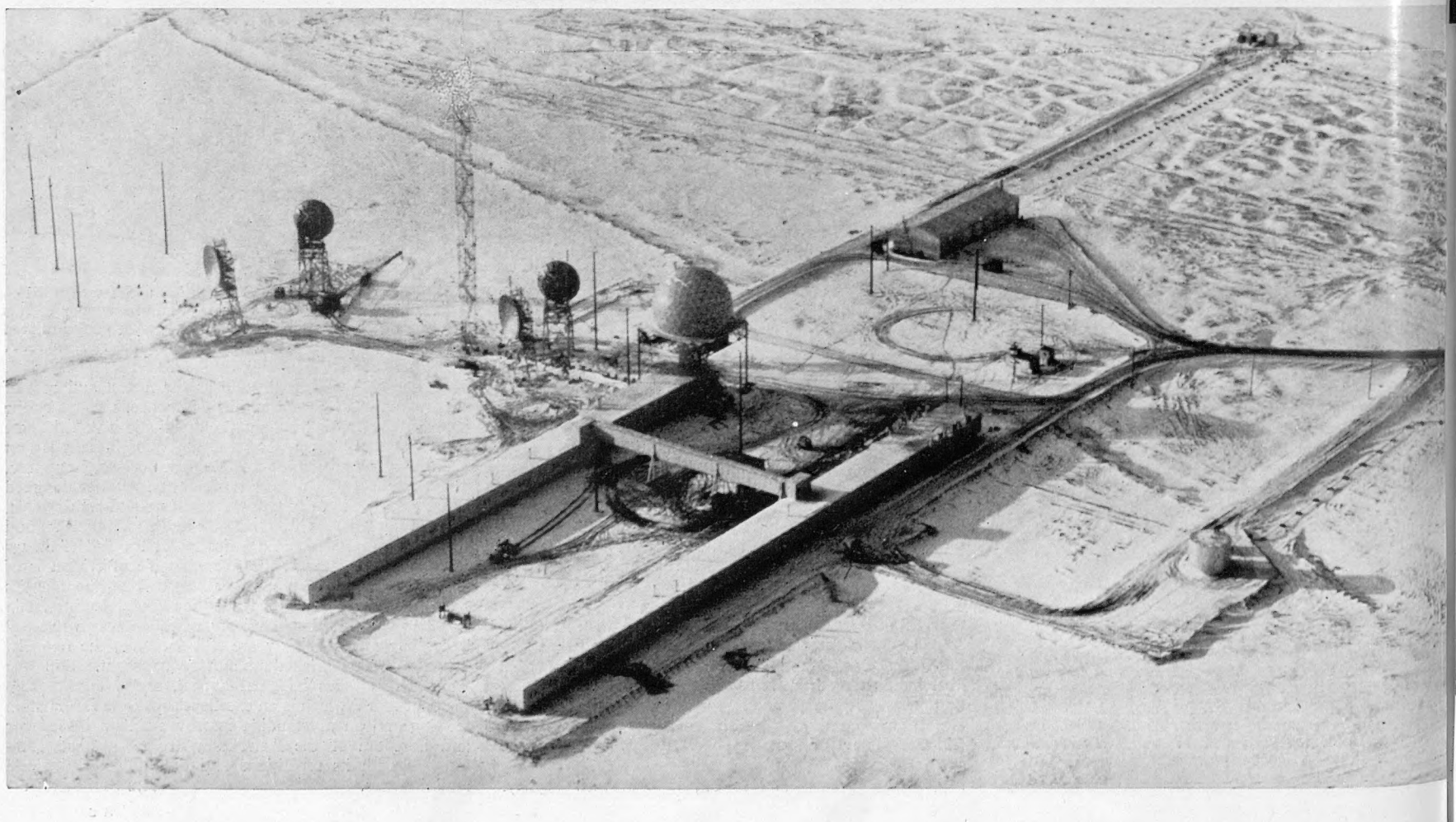
The total number of radar stations on Dewline remains a secret but it is assumed that each follows a general pattern. The antennæ for the radar—the " eyes " which can pick out the approach of aircraft in the far distance—are housed in domes made of strong plastic material as protection against the elements. Around these domes, which stand 60 ft. high on their steel bases, are various buildings. Some are living quarters, others are transmitting rooms which can flash back information to defence bases thousands of miles to the south. The Canadian Air Defence Command is in St. Hubert, Quebec, and the United States Continental Air Defence Command, which co-ordinates the air defence of both Canada and America, is situated right down in Colorado Springs.

The total cost of Dewline has been put at about £200,000,000. Most of the finance has come from the United States, and U.S. companies have played a large part in the construction work. But Canada has also been very active in the development of the project and it is in every sense a joint Canadian-United States scheme. It is perhaps interesting that Dewline should have been completed at a time when military installations in the Arctic are in the news. It seems not unlikely that international agreement for the inspection of such installations may be reached through the deliberations of the Disarmament Sub-Committee in London.

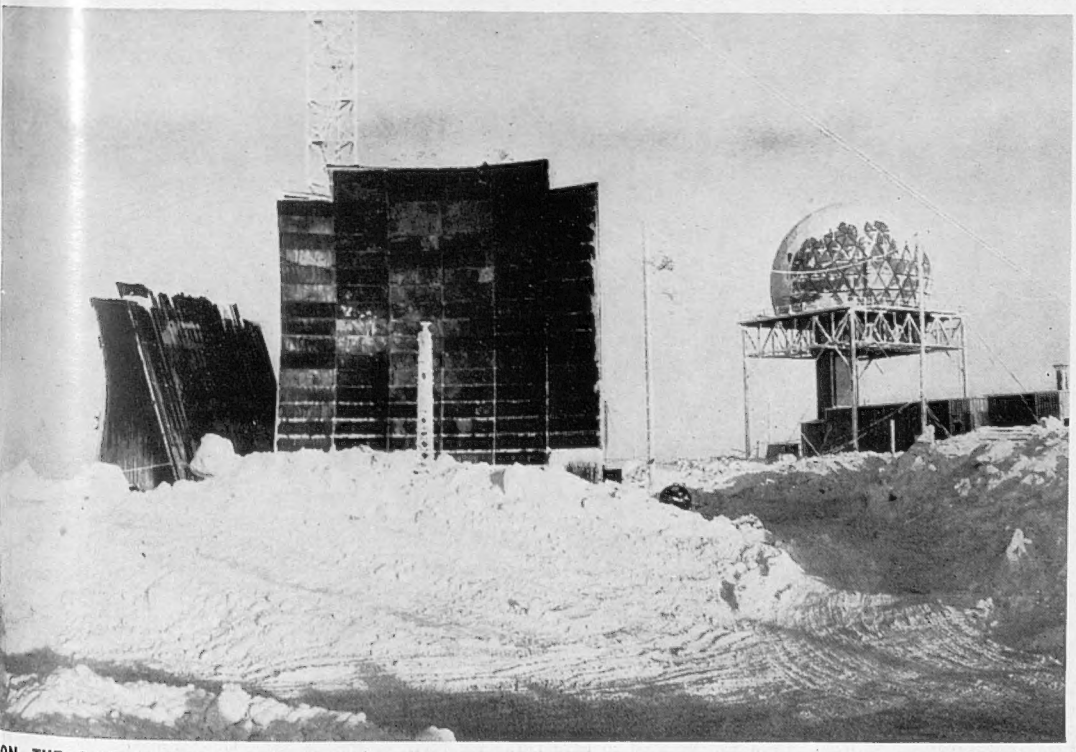


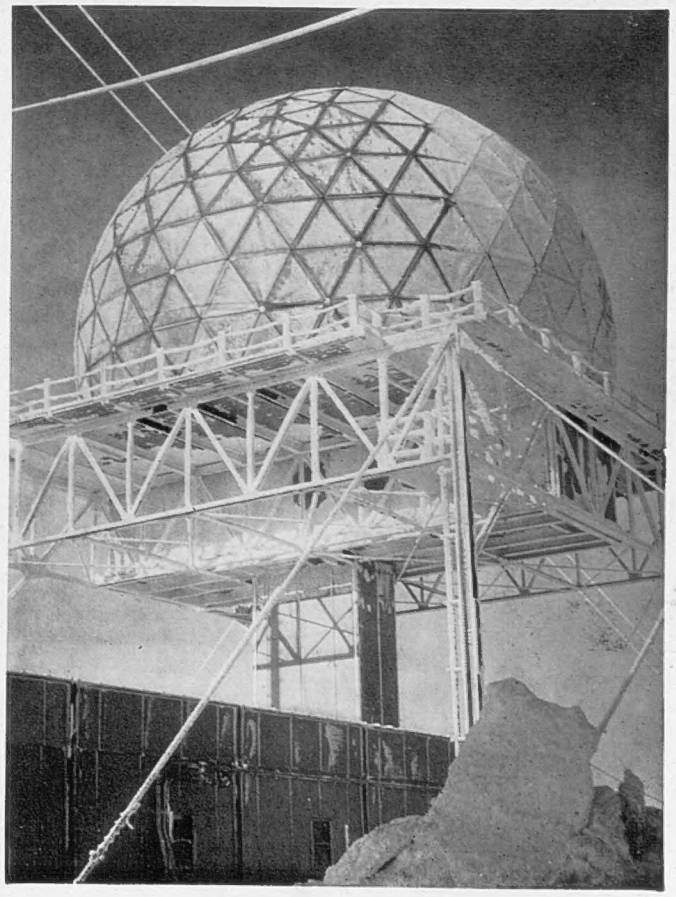
Below—

A TYPICAL UNIT ON THE D.E.W. LINE : Within the domed structures are the " eyes " which can pick out aircraft hundreds of miles away. In the surrounding buildings are living quarters and the electronic equipment which transmits information to far-off Defence Command centres. The two buildings in the foreground are joined by an overhead corridor. Roads have been made to give access to the station.



A RADAR STATION IN CANADA'S ARCTIC WILDERNESS: It is one of many on the Distant Early Warning (D.E.W.) Line which is now completed. The purpose of this chain of radar stations on the roof of the world is to provide Canada and America with warning against air attacks from over the Pole.





ON THE 3,000-MILE-LONG DEFENCE LINE FOR NORTH AMERICA: *Above* and *on right* are pictures of the plastic domes which are a feature of the D.E.W. system. Made of strong plastic material, they contain inside, the vital radar warning antennæ. The line from Alaska to Baffin Island has cost £200,000,000.

THE NEWS IN PICTURES

DRIFTWOOD JAMMED ROUND A BRIDGE IN FLOODS IN JAPAN : Huge piles of debris surround bridges over the river in Kyushu, the southernmost island of Japan. Torrential rains and landslides caused enormous damage. According to one report, it is feared that the death-roll may reach 3,000.

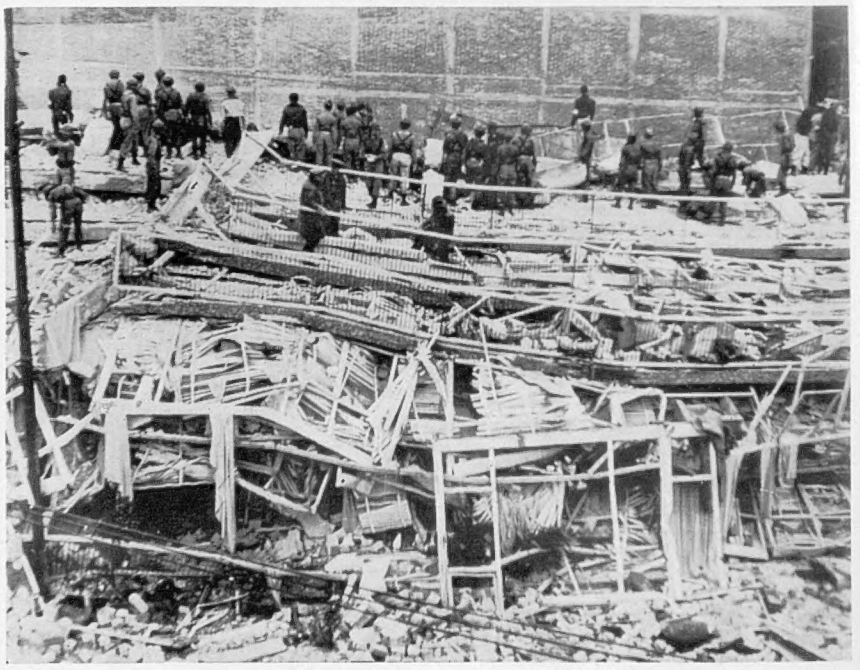
A JAPANESE CITY UNDER 5 FT. OF WATER : Floods inundate houses in Isahaya, a city near Nagasaki. More than 45,000 buildings were reported to have been destroyed or damaged in Kyushu. The Japanese Prime Minister, Mr. Kishi, visited the area and narrowly missed another cloudburst in which 12 ins. of rain fell on the island in one hour.

M. GAILLARD WIELDS HIS AXE : M. Felix Gaillard, French Minister of Finance, leaves the Elysée Palace after attending a meeting of the Council of Ministers. The Cabinet accepted plans for vast cuts in spending, although it was believed that Social Welfare was not seriously affected

THE SUCCESSOR TO THE ASSASSINATED PRESIDENT OF GUATEMALA : Señor Luis Arturo Gonzales Lopez, former Vice-President, sits in Guatemala City after being sworn-in as the new President. He succeeds President Castillo Armas, who was shot dead by a Palace guard in the Presidential palace

AN AMERICAN DENIES CHARGES BROUGHT AGAINST HIM IN A CAIRO COURT : Charles Arthur Muses, an American archæologist from Indian Hills, Colorado, enters the court to answer a number of charges. He was accused of stealing antiquities from excavations at Dashur Pyramid, of illegal dealings in foreign currency to the value of £16,200, and of attempting to export about £100 of Egyptian money in note form. He strongly denied all the charges. He also said that he was unaware of Egyptian regulations which forbade currency transactions and had left all his money in Egypt.

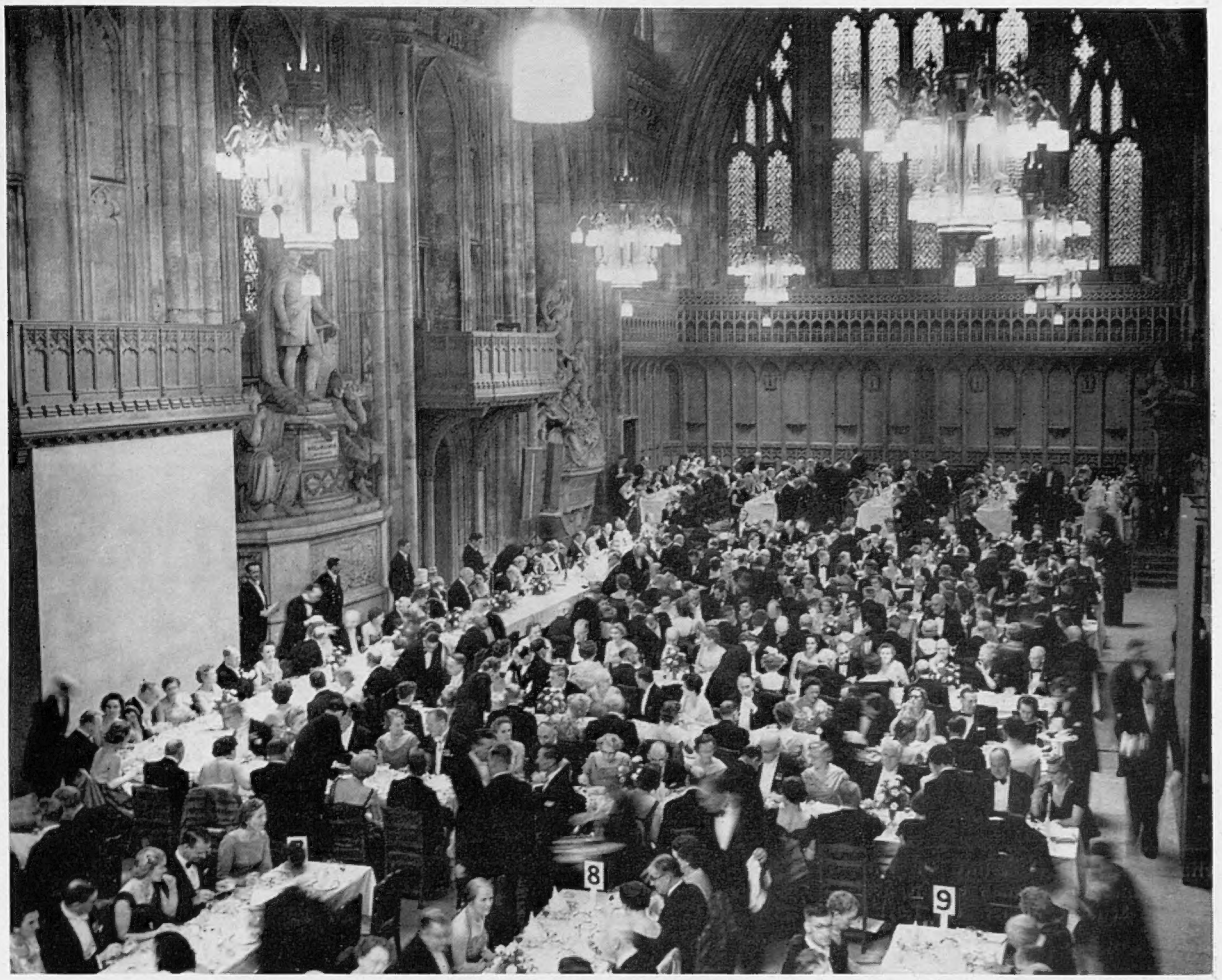
HOODED COOLIE GIRLS PREPARE THE STADIUM FOR THE CELEBRATIONS OF MALAYAN INDEPENDENCE : They are working in Coronation Park, in Kuala Lumpur. They wear hoods as protection against the sun and as concealment of their identities, because if they are recognised as dark-skinned coolie girls their chances of matrimony are lessened. The stadium in which the celebrations will take place on Independence Day (August 31) will hold 30,000 people and includes an athletics track and football grounds. With only three weeks to pass before the Federation of Malaya achieves sovereign status, Tengku Abdul Rahman, who will be both Premier and Foreign Minister, is organising his foreign service and appointing diplomatic representatives. The British Government has offered the Federation a biennial scholarship to mark the attainment of Independence.



EARTHQUAKE HAVOC IN MEXICO : Rescue teams search for casualties among the ruins of one of the twenty buildings which were completely destroyed when an earthquake of great severity shook Mexico City just before dawn on July 28. Reports stated that over 100 people had lost their lives and many hundreds more were injured. The damage caused by the earthquake was described as being " very extensive." After the shocks had subsided soldiers were ordered into the capital to keep order and prevent looting. The first reports of the earthquake came from Acapulco, the Pacific coast resort town, which was believed to have borne the brunt of the tremors. The earthquake was described as Mexico City's worst for five years. A number of buildings, including a twelve-storey block of flats, collapsed, and many parts of the city were without power and water.

THE NEWS IN PICTURES

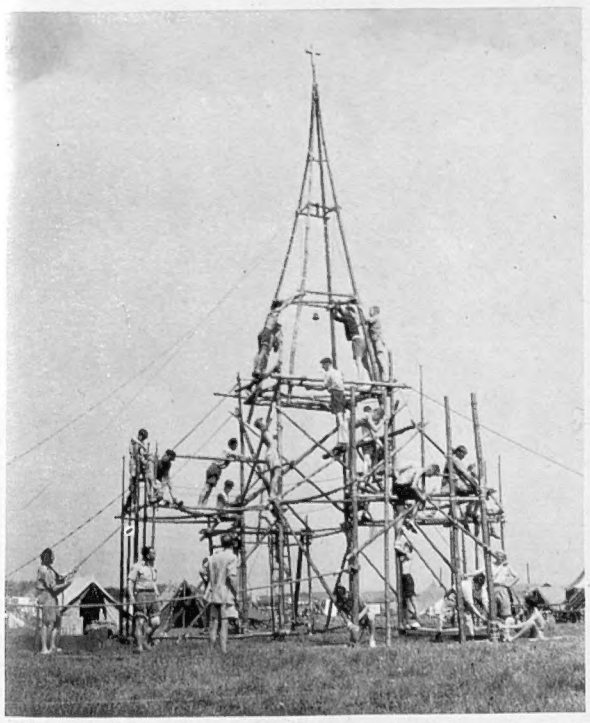
SIR WINSTON CHURCHILL MEETS THE VISITING MEMBERS OF THE AMERICAN BAR ASSOCIATION : He is seen with Lady Churchill as they arrived at London's Guildhall for the dinner given by the Law Society for the visiting American lawyers. Sir Winston Churchill, who proposed the toast, "The Legal Profession," was given a warm welcome by those present.

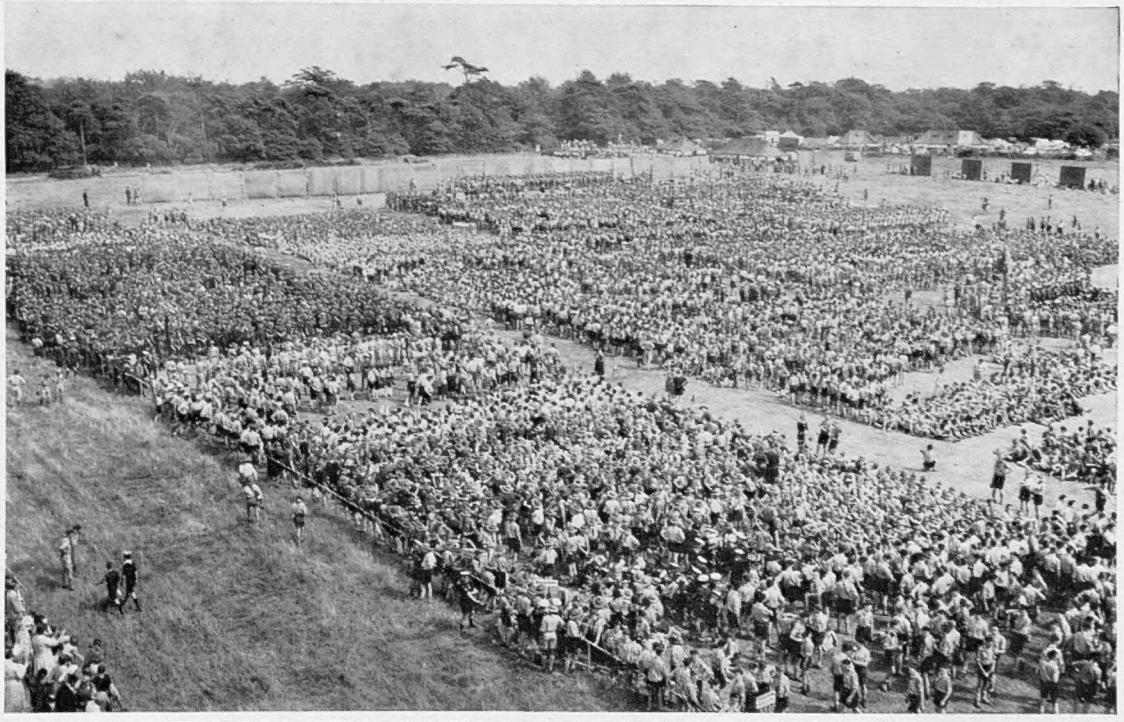


BRITISH AND AMERICAN LAWYERS DINE IN LONDON'S GUILDHALL : A general view of the scene during the dinner given in honour of the members of the American Bar Association. The principal guests are at the table on the left. In his speech Sir Winston Churchill called for improvements in the United Nations. Other speakers included Earl Warren, Chief Justice of the United States, and Lord Kilmuir, the Lord Chancellor. Mr. Ian D. Yeaman, President of the Law Society, was in the chair. Pictures of the American lawyers at the afternoon party given by the Queen at Buckingham Palace are on page 196 of this issue.

On left—

A CROSS-COUNTRY TRAIN IS DERAILED IN CANADA : Sixteen coaches of the 22-car train, Continental Limited, were wrecked when the train was derailed on the Canadian National line at Nourse, 36 miles east of Winnipeg. The train was travelling at full speed when the siding switch mysteriously sprang open under it. Of the many passengers who were injured, three were stated to be in a critical condition. It is believed that the accident was caused by children who had been tampering with the switches.





SCOUTS FROM EIGHTY-FIVE COUNTRIES MEET AT THE JUBILEE JAMBOREE IN SUTTON PARK, SUTTON COLDFIELD : *Left*—Boy Scouts from Wiltshire attending the ninth World Scout Jamboree at Sutton Coldfield are at work on the construction of a replica of Salisbury Cathedral. As well as forming part of the celebrations for the centenary year of Lord Baden-Powell, the Jamboree also marks the golden jubilee of the Scout movement. *Right*—A general view of the scene when the Jamboree, attended by 34,000 Scouts, was opened by the Duke of Gloucester, president of the Boy Scout Association. A visit from the Queen was expected at the week-end.

THE NEWS IN PICTURES

THE CEREMONIAL OPENING OF THE ROYAL BALLET SCHOOL : Dame Margot Fonteyn stands with Lord Soulbury, Chairman of the School's Governors, on the steps of White Lodge, Richmond Park, now the School's home. The Royal Ballet School has occupied this old Royal residence for some time.

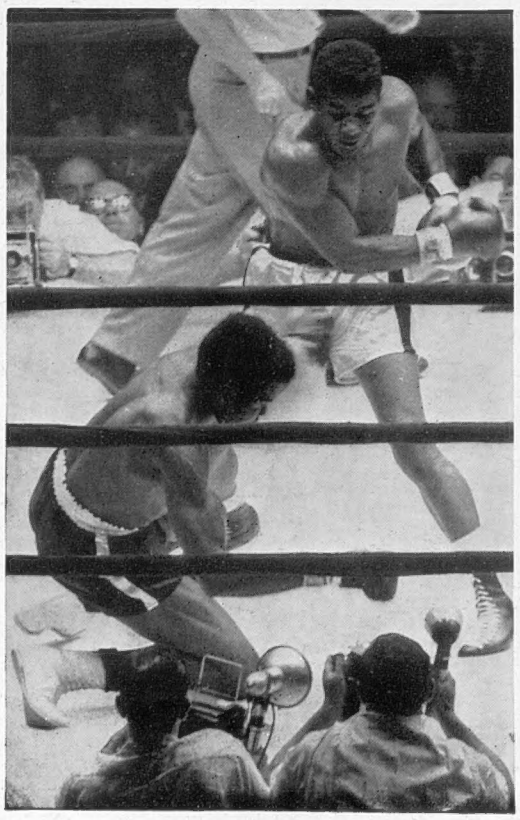
A PRINCESS PLAYS AN UNUSUAL PART AT A LAUNCHING : Princess Alexandra of Kent gives the anti-aircraft frigate *Jaguar* a push after the vessel had failed to move during the launching at Denny's Yard, on the banks of the River Leven at Dumbarton, in Scotland. When the Princess had pronounced the launching formula she swung the customary bottle of champagne against the frigate's bows. At the same time a signal was given for *Jaguar*'s release, but the ship did not move. Hurried investigation showed that a skin had formed over the launching grease, causing the wooden retaining blocks to stick. After a delay of ten minutes, *Jaguar* glided into the water. It was Princess Alexandra's second ship-launching ceremony and her first visit to the yard of William Denny and Brothers Limited. She was accompanied at the shipyard by Mr. Edward Denny, chairman of the firm, and Vice-Admiral Sir Peter Reid, Controller of the Navy. Princess Alexandra had flown to Renfrew Airport in a Viking of the Queen's Flight and left by air for London after the launch. Before leaving she was presented with a silver brooch by the builders. H.M.S. *Jaguar*, 1,738 tons, is the fourth of the Leopard class of anti-aircraft frigates. Several of the surviving officers of the former H.M.S. *Jaguar*, a destroyer which was torpedoed and sunk by a German submarine at Tobruk in 1942, were present at the launching of the new frigate.

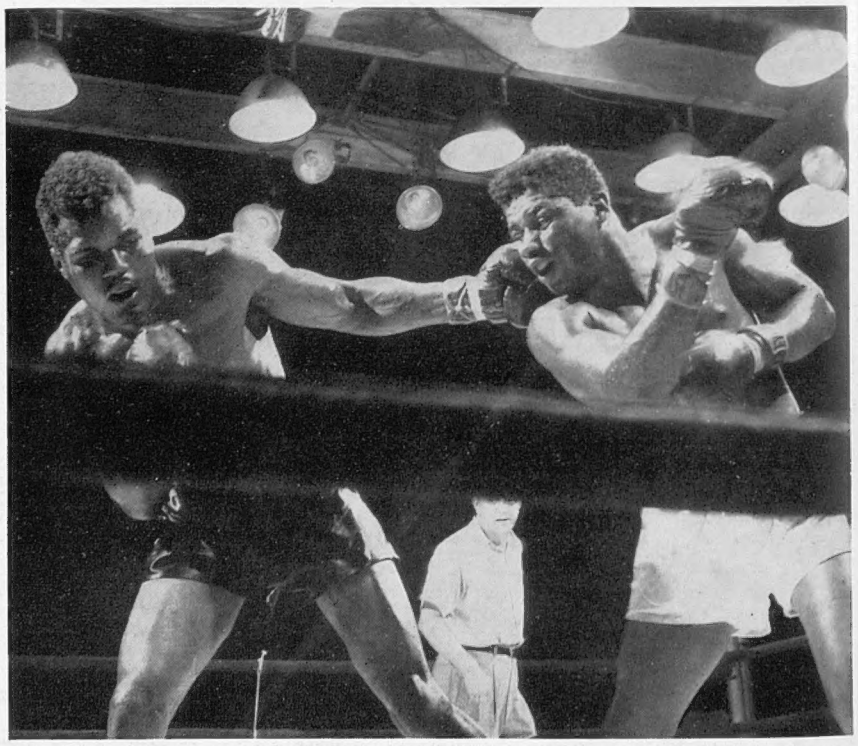
THE PRESIDENT VOTES IN THE ARGENTINE ELECTIONS : Watched by interested onlookers, General Aramburu places his paper in the ballot-box at a polling station in Buenos Aires. The result of the general election in Argentina was a victory for the Moderate Radicals led jointly by Dr. Ricardo Balbin and Dr. Zavala Ortiz and for other parties which favour the provisional Government and reform. The Government was provisional since the overthrow of Peron in 1955, but this endorsement by the electorate of its policies means that it can go ahead along the anti-Peron lines on which it was formed. Indeed, one of the features of the polling was the surprising lack of blank or spoilt voting papers. Since the Peronists are officially banned, spoiling the voting paper would have been the only way of showing support for the former dictator.

EFFACING THE MEMORIES OF PERON : Admiral Rojas, the Vice-President of the Argentine, smiles as he drops his vote into the box.

On right—

THE WORLD HEAVYWEIGHT CHAMPION RETAINS HIS TITLE : In the first round of the contest on the New York Polo Ground, the challenger, Tommy ("Hurricane") Jackson sags to the ground and the champion, Floyd Patterson, follows through with a ferocious right cross to achieve a knockdown. The referee, Mr. Ruby Goldstein, stopped the fight in the tenth round.





THE CHALLENGER FOR THE WORLD HEAVYWEIGHT TITLE LANDS A BLOW : In the fight for the world heavyweight championship, Jackson lands a left to the head of the champion, Floyd Patterson. But he was not able to save the match.

THE NEWS IN PICTURES

GENERAL CHIANG KAI-SHEK INSPECTS HIS FORCES : The President of the Chinese Nationalists drives along the ranks during a military review at Taipei, in Formosa. Until 1939 Chiang Kai-shek was the symbol of Chinese resistance to Japanese aggression, and throughout the war he was one of the " Big Four." However, to-day it is only the refusal of America to recognise Red China which gives him any semblance of power.

THE KING OF AFGHANISTAN IN MOSCOW : His Majesty Mohammed Zahir Shah inspects a guard of honour on his arrival at the airport of Moscow. With him is Marshal Voroshilov, the President of the Soviet Union. During his State visit, the Afghan monarch was taken on a tour of the southern regions of the U.S.S.R., notably to Baku, the capital of Azerbaijan, and to resorts in the Crimea and on the Black Sea.

ELECTIONS IN ZANZIBAR : Voters wait to cast their votes outside the polling booths at Makunduchi, in the South Zanzibar constituency. The result of the elections, held in Zanzibar and Pemba was a complete defeat of Sheikh Ali Muhsin Barwani's pro-Egypt Nationalist Party. The elections were for six of the twelve seats on the unofficial side of the Legislative Council. There was an 88·5 per cent. poll. The final result gave three seats to Afroshirazi ; two to Shirazi and one to the Muslim Association.

THE SIGNATURE IN WEST BERLIN OF A WESTERN DECLARATION FOR A EUROPEAN SETTLEMENT : In the West Berlin Senate House are, from the left, Mr. D. K. Bruce (American Ambassador to Germany) ; M. Couve de Murville (French Ambassador) ; Herr von Brentano (Federal German Foreign Minister) ; and Sir Christopher Steel (British Ambassador). They were initialling the joint declaration of the three Western Powers in association with the West German Government by which all the signatories expressed their " sincere desire to enter into negotiations with the Soviet Union to reach a European settlement." For this purpose German unity is envisaged as the basis for a wider agreement. The document makes it clear that the West is ready at any suitable time to join in conference with Russia to try and reach agreement on German reunification on a free basis. But a prerequisite for reunification must be free all-German elections and the right of an all-German Government to choose its own policies.

LADY GARBETT'S FARM IS SOLD : *Above*—A crowd of spectators sit in the sun in the grounds of Horeham Manor Farm, in Heathfield, Sussex, which came under the auctioneer's hammer by order of the mortgagees last week. The 200-acre property was sold in less than five minutes for £8,300. Horeham Manor Farm, from the occupation of which Lady Garbett was dispossessed by the Ministry of Agriculture in May 1956 on the ground that the land was not being properly farmed, is now owned by Mr. Michael Goulden, of Chelsea, London. He was one of four bidders. Mr. Goulden intends to live on the farm and farm it himself. *On right*—A general view of the dilapidated barn and adjoining sheds at Horeham Manor Farm, which was bought by Lady Garbett in March 1949 for £12,500 and £5,000 for tenants' rights—a total of £17,500. Neither Lady Garbett nor her daughter, Miss Susan Garbett, was present when the property was sold.

MOODS IN THE MIDDLE EAST

Peaceful and Belligerent Attitudes in Israel and the Arab States

DRUZES ENTERTAIN THEIR TROOPS IN THE ISRAELI ARMY : In the Druze village of Yirka, in the west of Galilee, an Elder (back to camera) delivers an address of welcome to members of the Druze detachment of the Israeli Army. The soldiers were being given an official reception by the village. There are about 200,000 Druzes in the Middle East, of whom some 19,000 live in Israel. They are a mixture of stocks, with an Arab element preponderating, and their language is Arabic. Their religion is a mixture of Muhammadanism, Judaism and Christianity. They are monotheists, believing that God has been manifested ten times in the flesh, the last time in the person of Hakim, the Fatimite Caliph of Egypt in the tenth century.

On right—
AN OPEN-AIR DINNER IN GALILEE : Seated with the Druze Israeli soldiers is the Druze Sheikh Muahdi Gabr, one of their hosts.

A DRUZE VILLAGE WELCOMES ITS OWN SOLDIERS : The people o Yirka, many of them wearing Arab-style robes and head dresses, gather to watch the arrival of their soldiers in th khaki uniforms of the Israeli Army. The flags are the purp of the Druzes (foreground) and the blue and white of Israe During the official reception a message was read from Gener Moshe Dayan, the Chief of Staff of the Army of Israel. Th Druzes have a military tradition. At the end of the last century the opposition to the misrule of the Porte led to them being given som concessions. After the break-up of the Turkish Empire their mo notable revolt was in 1925 against the French, who had the mand tory power over Syria. The uprising was put down with great severit

DANCING THE "DEBKA" : Men and women of a Druze unit of the Israe Army join hands to perform a popular Arab dance. The reception in Yirka finished with music and dancing by the troops and the villager

EGYPTIAN WARSHIPS ON MANŒUVRES : A motor torpedo-boat heads out to sea to take part in the Egyptian naval manœuvres held recently off Alexandria in the presence of Colonel Nasser. Destroyers and submarines acquired by Egypt from the Soviet Union were among the vessels.

PRESIDENT NASSER PREPARES TO REVIEW HIS NAVY : With him aboa this vessel off Alexandria are General Abdul Hakim Amer (centr Minister of War and Commander-in-Chief, Egyptian Armed Force and a senior naval officer. They were about to set off for the nav exercises. According to the Egyptian radio, Colonel Nasser wen aboard the Soviet-built submarines and raised the Egyptian flag, thi proclaiming them part of the new Egyptian Navy. The display of nav might was the finale of the week of celebrations for the fifth anniversary the Army revolution which overthrew the Egyptian monarchy. Presid Nasser also held a military parade, with many Soviet armoured vehicles a aircraft, and opened his recently-elected one-party Parliament. It was not that the Egyptians now seem to be able to handle their Russian- or Czec supplied armaments. It is believed Nasser possessed some of them l autumn but was unable to use them through inexperience in handling the

AN EGYPTIAN DESTROYER ON THE WAY TO EXERCISE : Tight security regulations prevented Western journalists obtaining a clear idea of the nature of President Nasser's naval manœuvres, and no Western Attachés were invited to attend. It was reported that live ammunition was employed.

ROYAL AIR FORCE OPERATIONS IN OMAN : A Venom jet fighter (in the foreground) is serviced at the airfield of Sharjah, on the Trucial Coast, for operations against the dissident tribesmen in neighbouring Oman. In the background are transport aircraft. A fortnight ago there was a lull in the British strikes against the rebel-held forts in the Arabian desert. But last week the attacks were renewed in increasing strength with rockets, and there was talk of ground operations. However, the whole situation was confused and clarification was not helped by the decision of the British authorities that information would not be given to British newspaper correspondents at Sharjah (where they had gathered in force) but at Bahrein, 300 miles away up the Persian Gulf. Meanwhile, the tribesmen at such remote centres as Nizwa, Izki and Firq, where they had been inspired to revolt by the Imam against the Sultan, probably continued to regard their quarrel as merely a local affair and yet another chapter in this distant desert's long history of bloodshed.

TAKE-OFF AT SHARJAH : Over the wing of one Venom another is seen taking-off from the airfield on the Trucial Coast. A number of sorties were flown from here for several days last week.

EFUELLIN AND REARMING : A vehicle of the Trucial Oman Scouts drives along the airfield at Sh jah, near a Royal Air Force fighter being prepared for further operations. It wa believed that if ground operations were mounted, the Scouts would participate.

A SPOKESMAN FOR THE IMAM OF OMAN : The bearded Mohamed el Harithy talks to a Press conference in Cairo. He has the title of Director of the "Oman Bureau," which represents the Imam, leader of the rebels in Oman. Mohamed el Harithy said that the forces of the Imam were continuing the struggle despite British air attacks and that "important strategic positions" had been occupied in areas where oil exploration was being carried out. Movement of drilling equipment was being prevented. The Imam's spokesman went on to say that medical supplies were being provided by King Saud of Saudi Arabia. According to one report, he also admitted that Saudi Arabia was giving financial aid. Finally, he stated that an official of the Chinese Embassy in Cairo had offered both financial and medical assistance.

E OPENING OF A TREASON TRIAL IN JORDAN : A group of Jordanian Army officers faces with apparent unconcern a military court in Amman on the opening day of their trial before a special military court. The officers, among them the former Chief of Police, Major-General Mahommed Maayta, were accused of plotting an attempt on King Hussein's life and the violent overthrow of the regime last April. Charged *in absentia* were other senior officers, including Major-General Ali Abu Nuwar, former Chief of the General Staff, who fled to Syria. *On right*—The prosecutor reads the charges. Presiding over the court is Major-General Akkash il Zebben. After the opening hearing the proceedings were adjourned for two days. The defence counsel claimed that the accused had not been properly served with charge sheets.

FRENCH ARMS IN WEST GERMANY : S.S. 10 anti-tank rockets, which have been in service for some time with the French Army, lie ready for firing on the West German tank training grounds at Putlos, near Oldenburg. The occasion was a demonstration by the German Army of the weapon which has been supplied by the French.

ROCKETS WHICH "CHASE" TANKS

A French Weapon Which has been Supplied to the West German Army

PREPARING THE ROCKETS FOR LAUNCHING : German soldiers prepare the French S.S. 10 anti-tank rockets for launching during a field test. Each rocket weighs 30 lb. The missiles, which are 80 per cent accurate, have a range of a mile and a quarter and are capable of penetrating the thick armour-plating of tanks.

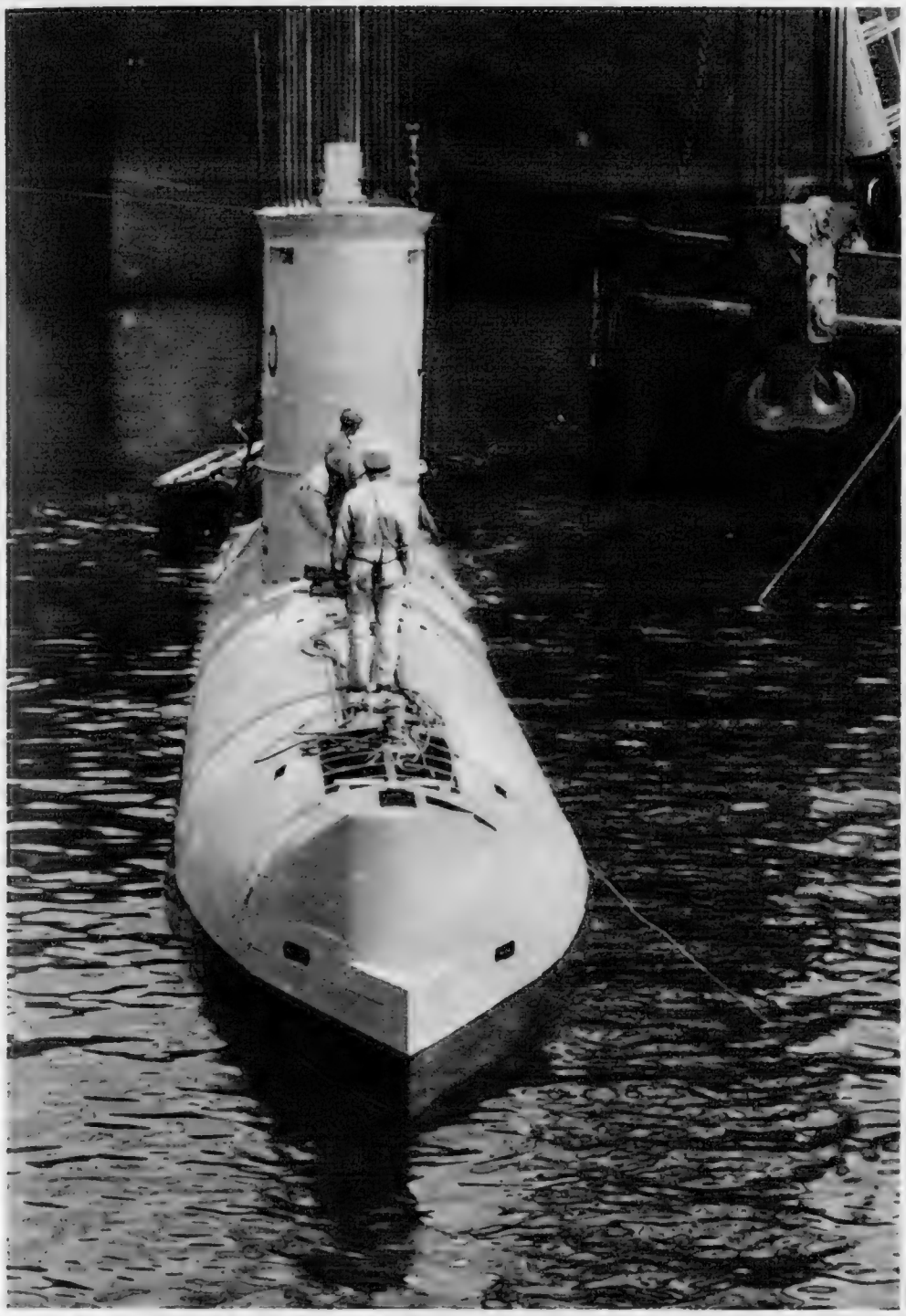
The S.S. 10 anti-tank rockets, which have been used with satisfactory results by the French Army for some considerable time, are now to be used for training purposes by the West German Federal Army. Under a Franco-German agreement, a demonstration of the rockets was given recently to German Army officers at their tank training grounds at Putlos, near Oldenburg. This French-manufactured weapon has been delivered in quantity to Germany and the army units are being instructed in the use of it. The surface-to-surface rocket is described as a wire-guided, hollow-charge anti-tank missile. It is claimed to be 80 per cent. accurate in its firings. One of the advantages of the S.S. 10 is that it can be carried about operational areas in a metal case and quickly set up for firing when the occasion arises. It is operated by means of a press-button device and is directed towards its target, usually a tank, by optical instruments. These are handled by a soldier who positions himself a short distance away from the launching-base. Each rocket weighs 30 lb. and has a range of about a mile and a quarter.

ALL SET FOR FIRING : From ground cover a soldier prepares to guide a rocket to its target from the launching-base. The weapon is directed by optical instruments and a thin electrical control wire which pays out behind it.

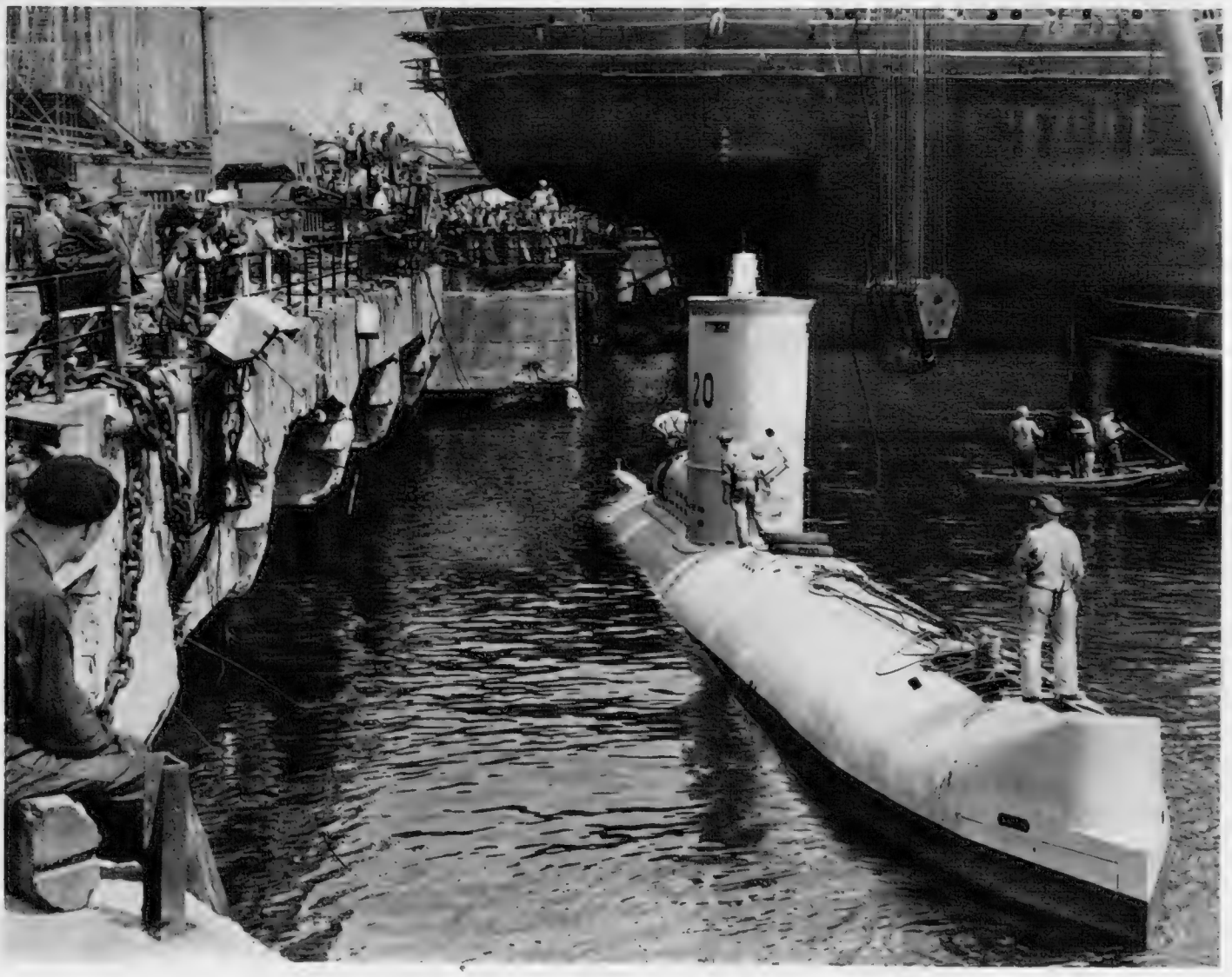
"TANK-CHASERS" IN ACTION : *On left*—Two of the anti-tank rockets are pictured in flight as they speed towards their target. Units of the German Army are being trained in the operation of this French-manufactured weapon, hundreds of which have recently been delivered in Germany. *On right*—Officers of the West German Federal Army inspect sections of thick armour-plating which has been extensively damaged as a result of being hit by one of the "tank chasing" rockets.

UNDERWATER CRAFT

Germany Launches her First Submarine Since the War; the Largest Underwater Vessel ever Built nears Completion in America



THE LARGEST UNDERWATER CRAFT EVER BUILT : When this section of a submarine hull has been completed at West Milton, New York, it will house the prototype of the nuclear propulsion plant for a new Navy submarine, *Triton*. The submarine, which is being built by the Electric Boat Division of the General Dynamics Corporation, will be the largest underwater craft ever built. She is being designed to operate in conjunction with a fast carrier task force and will provide the task force with radar information. The *Triton* will be powered by two pressurised water reactors and will be the first two-reactor plant to be developed for submarine propulsion. The prototype plant and the actual nuclear propulsion plant for *Triton* are being designed and developed at the Knolls Atomic Power Laboratory which the General Electric Company operates for the Atomic Energy Commission.



GERMANY'S FIRST SUBMARINE TO BE LAUNCHED SINCE WORLD WAR II : These pictures (*above* and *on right*) show one of the submarines which will form part of West Germany's new naval force, after she had been launched in the dockyards at Kiel, West Germany, last month. She is the first submarine to be launched in Germany since World War II. The picture *above* is a close-up of the submarine taken shortly after she had entered the dockyard waters at Kiel, one of the chief bases of the old German naval fleets. The picture *on right* shows workers employed at the shipyard—with a number of German naval officers—lining the quayside to watch the submarine settle herself after she had been launched by being lowered into the water by a crane. The large hook of the crane can be seen swinging away to the right after it had been detached from the submarine by one of the workmen standing on the hull. The submarine, a Type 23 craft, is of between 250 and 300 tons. She is one of two craft of the same type which were recently salvaged by the Germans from the bottom of the Baltic near the Danish island of Arnholm. They were scuttled towards the end of the war. After the necessary repairs have been carried out, the submarine will undergo a series of trials for a period lasting just over eight weeks. On the completion of these, she will be handed over to the German naval authorities and used for training purposes only. When repairs have been completed on the second Type 23 submarine she, too, will undergo tests lasting about eight weeks before being used for training.

GREAT ACTIVITY IN THE FAROE ISLANDS, IN THE NORTH ATLANTIC: Some of the boats which have taken part in the rounding-up of a herd of pilot whales stand by after the slaughter in the fjord. As soon as a herd of whales is seen, a signal is given and as many men as possible leave their work and put to sea to take part in the rounding-up and slaughtering of the animals. Once the whales have been lured from the open sea they fall an easy prey to the lances and harpoons of the fishermen.

BATTLE OF THE WHALES

The Rounding-up and Slaughtering of a Herd of Pilot Whales in the Faroe Islands

When the traditional signal of a hoisted shirt is seen on the Faroe Islands, in the north Atlantic, the battle-cry, "Grindabod!" rings through the villages. All the men who are capable immediately abandon their work, pick up their whaling lances and hand harpoons, dash to the boats and put to sea. The signal means that a boat watching out at sea has sighted a herd of pilot whales or, as they are known in the Faroes, "caa'ing whales." Thirty or more boats then converge at sea and take station close to the boat which has given the warning. When they are in position a signal is given from the leader and the boats make a ring surrounding the herd of whales. By hanging white stones on long lines in the water, the men lure the leaders of the herd from the open sea into the fjord, with the rest of the whales following. Once the whales are in shallow water they fall an easy prey to the fishermen's lances and harpoons. A true bloodbath now begins and after about an hour there may be as many as 400 whales lying dead in the water, which has turned red with their blood.

With this stage of the "hunt" completed, the valuing and distribution is begun, all of which is carried out in accordance with ancient law and tradition. The catch is distributed to the community (no whale is private property), regardless of whether the man took part in the hunt or not. Men, women and children all turn out to help with the work of dissecting the whales. First, the fat is cut off in strips and this is considered to be a delicacy. Then there is the task of separating the meat from the bones; the entrails are "free for all." The stomachs of the whales are eventually dried, blown up and used as buoys.

The completion of the Battle of the Whales is a signal for rejoicing and entertainment. After a good catch parties continue throughout the following night, and the islanders perform their traditional dances to characteristic folk music.

BACK ON THE SHORE, THE TASK OF DISSECTING THE ANIMALS IS BEGUN: Men, women and children all take part in this operation. *On the left* some of the whales are seen lying in the shallow water immediately after the slaughtering and just before the next stage in the operation. Sometimes between 100 and 400 whales are killed. *On the right* the men are cutting the strips of fat off the carcases of the whales. This transparent fat is considered to be a great delicacy in the Faroe Islands.

THE LITTERED SHORE IN THE FAROES: The whales have been washed and dragged ashore for the final operations. The catch is distributed to the community regardless of whether the man took part in the hunt or not. No whale is private property. Anyone may cut out and take away the entrails. After the dissecting of the whales the stomachs of the animals are eventually dried and blown up to be used as buoys. The Faroe Islands are about 195 miles north-west of the Shetland Isles.

THE BATTLE OF THE WHALES: Black fins suddenly appear alongside the fishermen's boats as the whales are lured into the fjord. *On left*—A close-up of a battle between the fishermen and one of the whales. More than thirty boats go to sea for the "hunt" and battle. There are twenty-one islands in the Faroe group and most of them are inhabited. During the last war they were occupied by Britain in order to prevent their becoming a base for possible enemy operations against Allied shipping.

AMERICANS AT THE PALACE

The Queen Gives a Garden Party in Honour of the American Lawyers

One of the outstanding occasions for the visiting members of the American Bar Association, and their wives, was the afternoon party given by the Queen last week on the lawns of Buckingham Palace. As well as the Queen and Prince Philip, the other members of the Royal Family who toured the lawns during the afternoon were Queen Elizabeth the Queen Mother, the Princess Royal and the Duchess of Kent. There were more than 5,000 guests at the party and fortunately the weather remained fine. Nevertheless, bearing in mind the changeable weather of the previous days, many guests arrived with umbrellas. Many of the ladies also carried stoles or furs. A departure from the usual scene of a Palace garden party was the fact that a number of the men wore lounge suits and not the conventional morning dress. Another departure from custom was the tea menu. As this was a special occasion, the caterers provided "hot dogs" (small Frankfurter sausages sandwiched between bridge rolls) and "wimpeys" (circular fresh meat sausages in sweet buns).

As the Royal party appeared at one of the entrances the guests turned and faced the Palace for the playing of the National Anthem. After the first presentations the members of the Royal Family walked towards the guests, and in accordance with the usual procedure, met separate groups on the lawns. During the course of the afternoon the music was provided by the band of the Scots Guards and the band of the 2nd Battalion, The King's Royal Rifle Corps.

Pictures of other ceremonies in connection with the visit of the American lawyers—namely, the reception at Westminster Hall and the unveiling of the Magna Carta memorial at Runnymede—appeared in last week's issue of THE SPHERE.

ON THE LAWNS OF BUCKINGHAM PALACE : Some of the 5,000 guests face the Palace as the Queen, Prince Philip and other members of the Royal Family leave one of the entrances to tour the lawns. The afternoon party was given by the Queen for members of the American Bar Association.

On right—

IN THE MIDST OF THE GUESTS : The Queen Mother stops to speak with one of the guests at the Buckingham Palace party.

THE QUEEN MOTHER TOURS THE LAWNS : Her Majesty, who is wearing a dress of champagne lace, is surrounded by some of the Queen's American guests as she stops for a few moments during the afternoon party at the Palace.

THE QUEEN MEETS HER AMERICAN GUESTS ON THE LAWNS OF BUCKINGHAM PALACE : *Left*—Accompanied by Prince Philip, and preceded by officials, Her Majesty walks slowly past the guests. *Right*—The Queen stops for a few moments to speak with some of the visitors. Her Majesty is wearing a black corded silk coat with white revers over a white corded silk dress. Her white hat is decorated with flowers around the crown. Many of the ladies at the party carried short fur capes and stoles.

THE ONLY ROAD ON FAIR ISLE: It runs from north to south through one of the loneliest islands of Britain. Fair Isle, three miles long by two miles wide, lies midway between the Orkneys and the Shetlands. Long famed for its woollen designs, ten years ago it was in danger of becoming deserted. But since the establishment of its bird observatory and the acquisition of the island by the National Trust for Scotland, the small population of forty-five has taken on a new lease of life and many visitors have been attracted.

COMMUNICATION WITH THE OUTSIDE WORLD: The weekly mail boat, the *Good Shepherd*, lies at anchor off Fair Isle. This ship is the sole regular transport with the mainland of Shetland. All cargo has to be off-loaded into the flit-boat seen approaching the pier. A deep-water jetty would be a great boon to the islanders.

NEW LIFE FOR FAIR ISLE

Now National Property, the Island is Recovering Some Measure of Prosperity

THERE are several islands off the north shores of Britain which are facing the problem of how to keep their populations. Life in a comparatively confined space with few of the accepted recreations of the mid-twentieth century has little to attract the vast majority. They consider that it is easier and more comfortable to make a living in a larger community. Frequently one reads of the younger generation refusing to stay in the isolated homes of their forefathers and there are islands which are threatened with complete desertion.

Perhaps ten years ago Fair Isle came into this category. To-day it is not so. The island is making great efforts to retain and even increase its population. These efforts are helped by two factors: since 1948 it has had a bird observatory which is internationally renowned, and for three years now the island has been the property of the National Trust for Scotland. But the main drive to infuse new life comes from the inhabitants themselves.

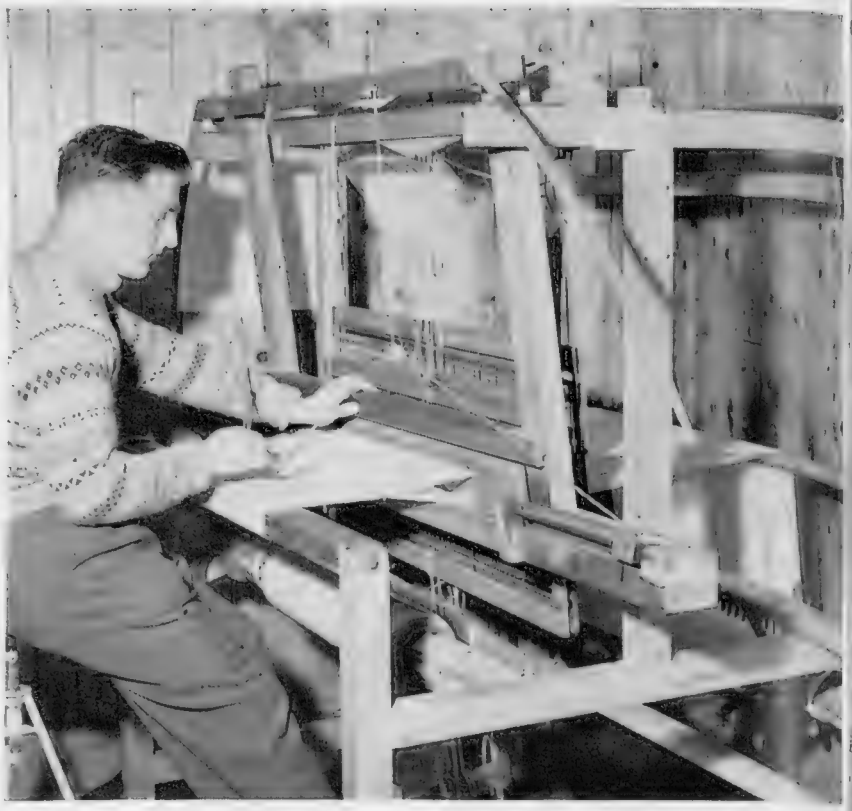
Fair Isle has an ancient history and has been famous for generations for the designs for woollen jumpers and sweaters knitted by its inhabitants. The island, which is no more than three miles long by two miles wide and lies midway between the Orkneys and the Shetlands, was first populated in the far-off days of the Vikings. There are still many words locally in use derived from the Norse colonisation. In 1588 a Spanish galleon was wrecked on the rocks off the coast after the rout of the Armada. It has been suggested that the survivors introduced the original Fair Isle patterns, although it seems more probable that they derive from eastern Europe or Scandinavia.

For the next few centuries the community appears to have flourished. After all, until the advent of the steam engine, most of the world lived in isolated circumstances. One hundred years ago the population numbered 300. But by 1900 it had fallen to 200. In 1931 it was little more than 100 and there were no signs of a halt in the decrease. In the war, of course, remote islands were at a premium for naval and military purposes. Fair Isle boasted a radar station and an air-strip. But at the close of hostilities these were dismantled and the islanders who remained faced the dismal prospect of their community gradually becoming extinct and surviving only as a name in wool shops in distant cities.

Help came first from an Edinburgh ornithologist and businessman, Mr. George Waterston. He had known the island for its bird life since he was a boy. During the war he had been a prisoner in Germany and he passed his time in the P.O.W. camp planning the Fair Isle Observatory. In 1948 he bought the island

(*Continued on following page*)

THE POST OFFICE AND TRAINING CENTRE FOR A NEW INDUSTRY : From the small white building the mail is distributed. It is also the telephone exchange. In the post office a loom has been installed and the inhabitants are being instructed in weaving.



PRACTICE AT THE LOOM : Mr. Douglas Stout, the postmaster and telephone operator on Fair Isle, weaves a scarf. He is also becoming proficient on the loom which has been installed for instructional purposes in his post office.

New Life for Fair Isle

ONE OF THE TWO PLACES OF WORSHIP ON FAIR ISLE : The church stands on a cliff above the sea. The small squares of grey walls seen in the field to the right are called "planty crubs." Inside them the crofters are able to grow plants and vegetables with a reasonable chance of protection against the fierce winds. There is also a chapel on the island. The practice is for the local preacher to take a service in one place of worship on Sunday morning and in the other in the evening.

(*Continued from previous page*)

and established the observatory under its first Director, Mr. Kenneth Williamson, who recently moved to St. Kilda and has been succeeded by Mr. Peter Davies.

Fair Isle is ideally situated for bird observation. In nine years around 300 species have been observed, of which some 130 have been trapped and ringed. Among them are some extremely rare species such as the thrush-nightingale, which has only twice ever been caught in the British Isles, on both occasions on Fair Isle. Work with the birds is largely confined to the summer months because of the weather. During this period the observatory attracts numerous visitors from many different countries. But ornithology is an expert business and it cannot by itself make Fair Isle prosperous.

The next stage in its new development may be said to have begun when Mr. Waterston transferred his ownership to the National Trust for Scotland in 1954. As national property, it has had an increasing number of visitors and their presence, of course, is of assistance to the island's economy. And this year Fair Isle has had something infinitely more encouraging than visitors. It has received a family of immigrants—the first in this century. They have come from the south of England and have started a croft and set up a shop.

The present population is still only forty-five, as it was in 1954 (Bird Observatory staff and lighthouse-keepers add another twenty but these are not strictly permanent). But it is satisfactory to note that the school to-day has thirteen pupils (compared with three in 1950). Unfortunately, only two of them are girls. This leads to another of the island's great problems. The absence of single women of marriageable age. At the moment there are no eligible girls, and the bulk of the inhabitants are either old or very young.

In spite of this, the islanders refuse to be downhearted. Most of the men are crofters. Now they are learning a new industry—weaving. During the winter when the weather prohibits much farming, they propose to work on looms set up in former naval huts and they are instructing themselves on a practice loom in the post office. In the future Fair Isle wool will not only be knitted in its famous designs ; it will also be woven. Agriculture, too, is becoming modernised, with the use of small tractors ; nor are the islanders without their up-to-date recreations Film shows are organised once a fortnight and it is hoped that it will not be long before it is possible to receive television.

A great benefit would be an increase in the boat service with the mainland. At present there is only one boat a week. This means that a visitor has to be prepared to spend seven days on Fair Isle. The islanders maintain that a more frequent service would attract more visitors ready to stay a shorter time among them. It would also mean better mails and newspaper deliveries.

There is still much to be done before Fair Isle can claim to be truly flourishing again. But under the National Trust for Scotland a sound start has been made and there is no doubt that the good work will be continued.

THE CREW OF THE MAIL BOAT "GOOD SHEPHERD": They all have the surname of Stout, the most common on the island. From the left, their Christian names are Alex, Tom, George, Alec, Willie and Jimmie. *Good Shepherd* is a motor fishing-boat. in the war an air-strip was built but it has not been maintained.

AT WORK IN THE BIRD OBSERVATORY: Mr. Peter Davies, the Warden of the Bird Observatory, watches through his glasses from the side of a hill. Below him is the Bird Observatory headquarters composed of huts used by the Navy during the war. *On left*—A visitor makes a drive towards a trap in a gully in which birds might stop to rest on a long flight. All the traps are painless.

RINGING A VERY RARE SPECIMEN: The thrush-nightingale in the hands of Mr. Davies is only the second ever caught in the British Isles. The first was also taken on Fair Isle, in 1911.

A CROFTER FEEDS HIS POULTRY: Mr. James Wilson throws corn to his chickens. In the right background above the cliffs is seen the top of one of the lighthouses. Farming is the general occupation. Poultry, sheep, cows and dogs are the normal livestock for crofts. Recently, two goats have been brought to the island.

MECHANISED FARMING: The small tractor driven by Mr. Wilson is one of seven in use. Fair Isle has lately had a family of immigrants, the first in this century.

SNAILS ARE EXPERT CLIMBERS

But it is Quite Remarkable how Little Interest there is in Snails. The Plain Fact is that we know Practically Nothing about the Habits of these very Common Animals

By BRIAN VESEY-FITZGERALD

BROUGHT up, as it were, in a backward community that had never heard of Davy Crockett, the village children were forced to rely on a number of home-made amusements ; and one of these was snail-racing. This sport (which, incidentally, demands great patience) gave me an interest in snails which I have never lost. The snails we used were mostly Hedge Snails (*Hygromia limbata*). They like damp hollows and hedgebanks and there were plenty of these near the village, so they were easy to find. It did not take me long to find out that in hot weather the hedge snail likes to climb up bushes to sunbathe on the upper leaves. All snails are expert climbers. There is a Tree Snail (*Balea perversa*), of course, but you will often find others, notably the Brown Snail (*Hygromia subrufescens*) high up in trees during the summer. And, looking for hedge snails, one was bound to come across others, and so interest was awakened.

It always seems to me quite remarkable how little interest there is in snails and slugs. It is not as if they were uncommon. But they get no more than a passing mention in some gardening books, and then only in connection with methods of destroying them. Books about birds and butterflies are legion, but then, birds and butterflies are beautiful to look at and easy to observe. Snails (let alone slugs) have no widespread reputation for beauty, but they have a monumental reputation, especially among gardeners, for doing damage.

To deny them beauty is merely to admit that you have never looked closely at a snail. Many of them have shells of great beauty. And as to damage : I doubt if the general run of snails does any more damage in a garden than the general run of garden birds or garden butterflies. (Slugs are another matter !) It is not the lack of beauty (for there is no lack) ; it is not the damage supposed or real, that is responsible for this want of interest : it is, I feel sure, just that snails are lowly, creeping creatures. Whatever the reason, the few interested amateurs are scarcely catered for. The only modern book is *British Snails*, by A. E. Ellis, which was published in 1926. Beyond that there is Edward Step's delightful *Shell Life*, which was first published in 1901, and that has but three chapters devoted to the land snails and slugs. In neither, however, is there much about the habits of snails. The plain fact is that we know practically nothing about the habits of these very common animals. And the reason for that, I think, is that you need a great deal of patience to watch a snail, and most snails are nocturnal, anyway.

A snail lays its own roadway and cannot move without it. The under-surface of a snail is flattened into a broad, creeping foot, rounded in front and pointed behind. In this foot there is a gland which secretes a thick mucus, which hardens the moment that it meets the air and forms the smooth slime-trail so familiar to gardeners. The foot is very muscular and can be extended in the most astonishing manner : it is by the expansion and contraction of the foot that the snail moves. Everyone knows how slowly a snail moves. But if you have the patience to watch one you will soon realise that it is a purposeful and continuous movement, and will be amazed at the amount of ground covered by a snail with its mind on the job. The common Garden Snail (*Helix aspera*) has been timed to cover 55 yards in an hour. Speed is relative : that is pretty good going, considering the size and structure of the animal.

The head of a snail bears two pairs of " horns." The front pair, the shorter pair, are used for feeling and smelling. The longer pair have eyes at their extremities, and have been aptly described as the conning-towers of the snail. In addition, there can be no doubt, the whole body is in some degree sensitive to light.

Nearly all snail-shells are coiled in a right-handed direction. A left-hand coil is very rare indeed : I have only once found one. The shell is attached to the body by a very powerful muscle on the inside of the coil, and if this muscle is contracted, the whole body is drawn into the shell. The shell is part of the animal. It grows with the animal and you can see the transverse lines of growth, rather like the lines on a fish's scale.

The mouth is on the underside of the head. The tongue (called the radula) is a thin ribbon bearing a great number of tiny recurved teeth set across it in rows. The front of the radula is constantly being worn away, so that a snail has a continuous succession of teeth throughout its life. The garden snail has about 15,000 teeth at a time ; the Roman Snail (*Helix pomatia*) about 21,000. I have not counted them : I am quoting Ellis.

Snails are hermaphrodite—that is, both sexes are present in every individual. The breeding season begins as soon as activity is regained after the winter and continues throughout the summer. Snails have quite a long courtship and devote a considerable time to fondling and caressing each other. The eggs are laid (either in a hollow excavated in the earth by the parent or among the roots of plants) shortly after pairing, and they take from a fortnight to a month to hatch as fully-equipped (shells and all) little snails. There are usually between 40 and 100 eggs at a laying.

Those are the bare facts, or some of them. But how much there is we do not know ! We do not know, for certain, how snails find their food plants ; we do not know the favourite food plants of most snails ; we do not know how far a snail will travel in a night. But we do know that some snails have a most remarkable sense of place. We do know that some have their favourite resting-places—homes, in fact—and that they will return home after the night's work. Mark the next garden snail you find at rest in the daytime, and then take it away from that place. You will almost certainly find it back in the original place the next day. I first read about this in Step's book as a child, and I have done it many times since then. It makes an interesting experiment. And you can, of course, go on increasing the distance to be covered or make the route more difficult.

By far the largest snail in Britain is the Roman snail, which likes open woods, downland, dry fields and hedgebanks. It is rarely found on cultivated ground. This is the snail famous for its edibility. It is popularly supposed to have been brought to this country by the Romans, but it was certainly here long before the first Roman ever thought of leaving Rome. The Roman snail does not, as a rule, emerge from hibernation until May (the winter is spent underground), and then immediately sets about looking for a mate. The courtship of the Roman snail is elaborate and the fondlings preparatory to mating may last for more than a day without pause. Two sets of eggs are laid each summer.

The garden snail, the next largest of the British snails, needs no introduction, for it is very common everywhere except in industrial towns, perhaps because of the smoke. This is the snail with the definite home to which it will always return. Ellis says that in limestone areas deep holes have been worn in the rock by snails resting there day after day for thousands of years, which suggests that these homes may, so to speak, be ancestral.

The garden snail is also good to eat. It seems to be generally believed that a taste for snails is Continental and mainly confined to Frenchmen. Both Roman and garden snails are eaten regularly and frequently by country folk in this country. In my youth they were eaten regularly by Hampshire village folk—I have eaten both myself—and I expect that they still are (they certainly are by gypsies), for they make excellent eating and are to be had for the gathering.

In towns the garden snail used to be sold as " wall fish " and was especially popular in Bristol and Swindon. This seems now to have died out pretty well everywhere, though snails were to be seen occasionally for sale on barrows in some northern towns not so long ago.

Thrushes, at any rate, have not lost their taste for an excellent food. The thrush's " anvil " is a familiar sight everywhere. But the thrush prefers the Common Snail (*Cepæa hortensis*) and the Grove Snail (*Cepæa nemoralis*) to those that humans consider edible. It also has a liking for the Kentish Snail (*Theba cantiana*), a snail which seems to have a fondness for the neighbourhood of spiders' webs.

There was once a Society of Snail-Watchers. However, it did not last very long and rumour had it that it had to come to an end because the members could never get to meetings in time. But the idea of founding the Society was a good one. In these days when men are rushed off their feet in the fight to earn a living, it is good to spend time watching a creature that knows not the meaning of the word " hurry." There would, perhaps, be fewer nervous breakdowns if there were more snail-watchers.

DEMONSTRATING THEIR POWERS AS CLIMBERS : Snails are making their way up a laburnum tree. All snails, says Mr. Vesey-Fitzgerald, are expert climbers.

THE ROMAN SNAIL : It is by far the largest snail in Britain, and likes open woods, downland, dry fields and hedgebanks. It is rarely found on cultivated ground. This is the snail famous for edibility. It is popularly supposed to have been brought to England by the Romans, but it was here before that time.

On left—

THE COMMON GARDEN SNAIL : It is seen creeping. The garden snail has been timed to cover some 55 yards in an hour.

INSIDE THE STOCKADE AND THE CHURCH AT JAMESTOWN: *Above*—**This view of part of the stockade area of the old fort at Jamestown, Virginia, shows visitors looking at the straw-thatched huts. The setting has been re-created to form part of the Jamestown Festival Park, commemorating the founding of the first permanent British settlement at Jamestown in 1607. On April 1 this year the town began celebrating the 350th anniversary of the first settlers in what is now the United States of America. The celebrations are attracting visitors from all parts of Europe. The official opening was performed by Lord Hailsham, the Minister of Education.** Accompanying him at the ceremonies were Mr. Thomas B. Stanley, Governor of Virginia, and other officials. The British exhibit at the Jamestown Festival occupies an area of 7,000 sq. ft. and has cost £50,000. *On right*—Tourists fill the pews in the church where the first English settlers worshipped at Jamestown. They are listening to a woman guide explaining the historical background of the building. Standing in the pulpit in the right background, in the costume of a 17th-century pastor, is Mr. James Newsome, of Williamsburg, Virginia.

ACTIVITIES AT JAMESTOWN

The Festival to Celebrate its 350th Birthday is now in Full Swing

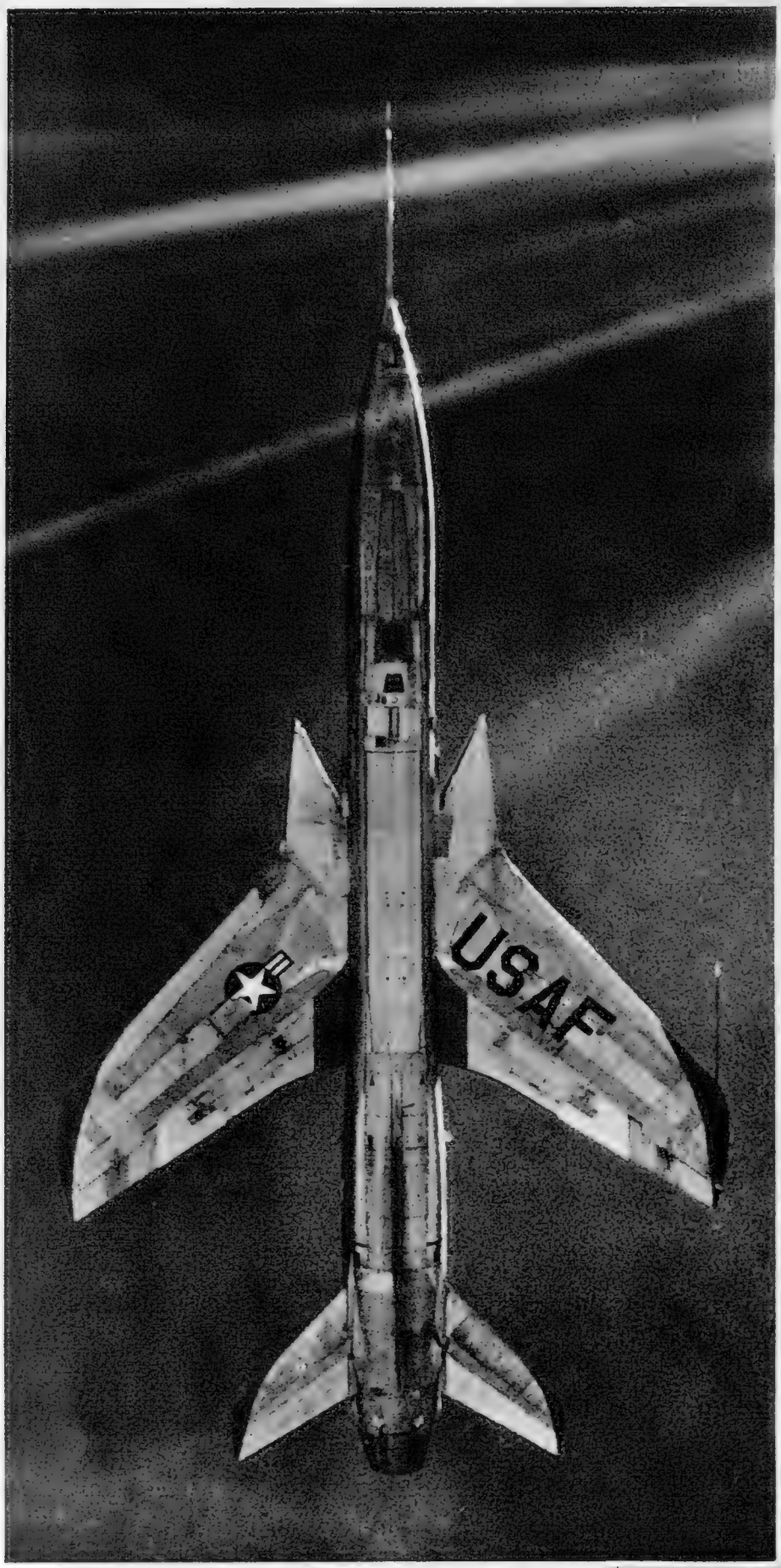
It was on May 16, 1607, that three small ships from London moored at Jamestown, Virginia. Out of that landing grew the first permanent British settlement in what was to become the United States of America. To mark the quatercentenary the American Government and the State of Virginia set up commissions to plan a series of events under the title of "The Jamestown Festival—America's 350th Birthday." The festival is now in full swing and is attracting many visitors. The British Pavilion at the festival shows the seventeenth-century background of the adventurers from England and the growth of the British Commonwealth since then. Tableaux and models were specially built in Britain and many priceless treasures have been lent from both private and public collections. The culminating feature of the British exhibition is an impressive display symbolising milestones in the history of freedom on both sides of the Atlantic. It includes the Magna Carta and the town crier's bell presented to Sir Winston Churchill by the trustees of Colonial Williamsburg, Inc.

On left—

REPLICAS OF THE ORIGINAL PILGRIM SHIPS: Their sails furled, these full-scale replicas of the original ships which carried the Pilgrim Fathers to Jamestown lie at anchor in the James River, near the reconstructed fort in the Jamestown Festival Park. The three ships which are attracting much attention are, from left to right, the *Susan Constant*, *Godspeed* and *Discovery*. They will be seen by Her Majesty the Queen when she visits the Festival during her visit to the United States in October.

SPEED AND GLIDING AIRCRAFT

The U.S.A.F.'s New Supersonic Aeroplane; a Record Flight Across America; Britain's National Gliding Championships



THE THUNDERCHIEF SHOWS ITS POWER TO THE PUBLIC FOR THE FIRST TIME: The Republic F-105 single-seater fighter-bomber roars in a vertical climb at a display at Andrews Air Force base, Washington.

INNOVATIONS IN DESIGN: Among the features of the Thunderchief are the swept forward air intake ducts on both sides of the fuselage and the third ram-intake at the base of the vertical fin at the rear. The main landing gear retracts into the wings.

Mr. Mundy I. Peale, the President of the Republic Aviation Corporation, has declared of the Thunderchief that "as a tactical striking weapon we know of nothing to match it on either side of the Iron Curtain." It is impossible to say whether the Soviet Union has any comparable aircraft, because nobody outside Russia has a clear idea of what is being developed in the aircraft factories there.

As regards aircraft demonstrated in the Western world, the Republic F-105 is undoubtedly one of the most powerful ever seen. It is a single-seater fighter-bomber, 63 ft. in length, with a wing span of nearly 35 ft. Information regarding its armament, speed, ceiling and range are not yet published. But at its first public demonstration it was noticed that it included a number of innovations in its structure. Notable among them were the swept-forward air intake ducts. In the form of nostrils at the aircraft's wing roots, they inhale air at tremendous speeds without "choking" the engine, which is a Pratt and Whitney J-75 Turbojet of the 15,000-lb. thrust class. Another remarkable feature is the main landing gear, which is retractable to the wings. Also the F-105 can be refuelled in the air at very high speeds.

The Thunderchief is to go into service with the United States Air Force Tactical Command. Without question it adds much to the striking force which President Eisenhower wishes the world to know that his country possesses as a means of keeping the peace.

On right—

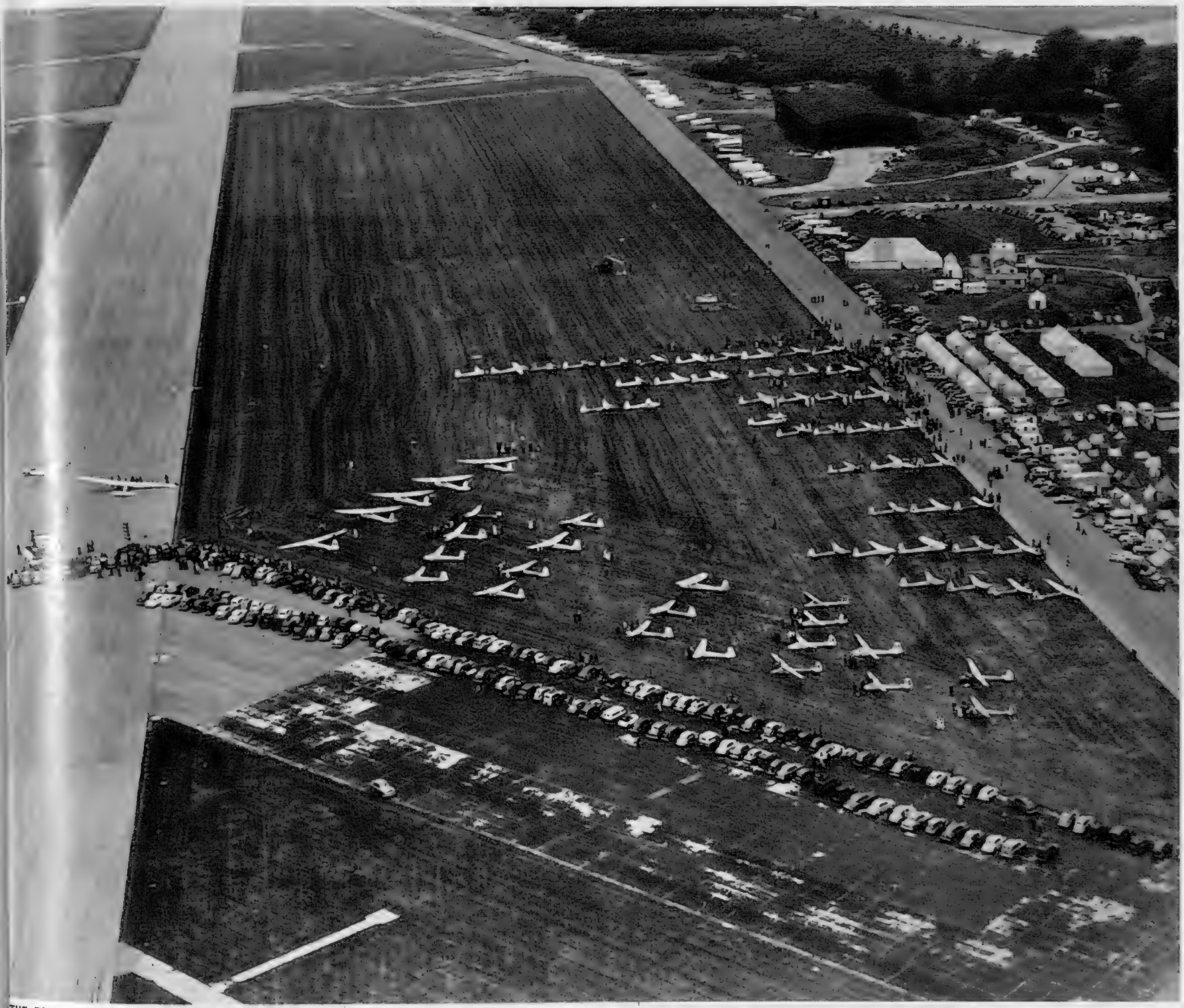
THE "COKE BOTTLE" FUSELAGE: Such is the nickname given to the main structure of the F-105. After the public display, the aircraft was flown to the U.S.A.F. testing grounds in California.

ALMOST FASTER THAN SOUND ACROSS THE NORTH AMERICAN CONTINENT: *Left*—A U.S. Navy Crusader jet fighter, piloted by Major John Glenn, Junr., takes off from Los Alamos, in California. No more than 3 hrs. 23 mins. 8·4 secs. later it touched down at Brooklyn, on the East Coast. The time beat all previous transcontinental records and over 2,460 miles was only 9 minutes less than the speed of sound. *Right*—Another Crusader sets out on the same course. This aircraft failed to reach its objective.

It may sound incredible, but the North American Continent can nowadays be traversed in about the same time that it takes to travel by fast train from London to Malvern. In the middle of last month Major John Glenn, Junr., of the United States Marines, took off from Los Alamos Airfield, in California, and, 3 hrs. 23 mins. 8·4 secs. later, landed at Floyd Bennett at Brooklyn. He was flying a Crusader jet plane and it is calculated that it had a speed of 726·48 m.p.h. over the 2,460-mile course. Had he been able to go a little faster he would have been travelling supersonically the whole way! As it was, he was well ahead of the speed of a ·45 calibre bullet, of which the muzzle velocity is 586 m.p.h.

Major Glenn beat the previous transcontinental record, set up by the United States Air Force, in 1955, by 23 mins. 25·2 secs. Three times his swept-wing aircraft, which flew for several sustained periods at over 1,000 miles an hour, was refuelled in the air. On each occasion speed had to be reduced radically and valuable minutes were lost in contacting the tanker planes. Nor, to give the flight its full credit, was there any real benefit at any time from following winds. On his arrival at Brooklyn Major Glenn paid tribute to the various members of the planning team which had helped him on his record flight.

A second Crusader took off from Los Alamos soon after Major Glenn with the same record in view. But it had its refuelling gear damaged in the air and was forced to land about a quarter of the way over the course near Albuquerque, in New Mexico.



THE BIGGEST ASSEMBLY OF GLIDERS EVER SEEN IN GREAT BRITAIN GATHERS AT LASHAM, IN HAMPSHIRE, FOR THE NATIONAL GLIDING CHAMPIONSHIPS: This picture shows, on the ground, most of the seventy-one sailplanes which were entered with 127 pilots. Among them were nine machines from the Royal Air Force Gliding and Soaring Association. The occasion was especially notable for two reasons. First, it was certainly the largest gliding competition ever held in Britain. Possibly it may have been the largest ever held in Europe. Secondly, the Duke of Edinburgh, who arrived by helicopter to open the Championships, made afterwards his second flight in a glider. He flew in a two-seater Slingsby Eagle sailplane with Mr. Derek Piggott, the Chief Instructor of the Lasham Gliding Centre, and had his first experience of being launched in tow by an aircraft. The entrants for the championships are divided into two leagues, of which League One is given the harder tasks. On the first day only League Two could fly because of the weather. In a race towards Hamble the greatest distance covered was by Mr. John Williamson, of the Surrey Club, holder of the United Kingdom height record for gliders. He went 17½ miles.

THE SPAHIS IN LONDON

A Detachment is Taking Part in the Searchlight Tattoo at the White City

A FIRST VISIT TO GREAT BRITAIN: A detachment of the French Spahis Cavalry, with their famous Arab horses, arrives in London to take part in the Searchlight Tattoo at the White City. During the Tattoo, which continues until next Saturday (August 17), they are performing a "wild ride." The Spahis, who form one of the last cavalry units in France, originated in the Turkish Army. They were eventually incorporated in the French Army after the occupation of Algiers.

SORTING THEIR EQUIPMENT: Members of the detachment are arranging their equipment at Addison Road Station, Olympia. As well as the detachment of Spahis, France has sent another group of men to the Searchlight Tattoo. They are the motor-cyclists of the Garde Républicaine, who are performing a manœuvre under violet-ray lights. The Garde Républicaine normally escort the French President on all ceremonial and official occasions. This is the sixth annual tattoo to be presented at the White City since the war to raise funds for the Soldiers', Sailors' and Airmen's Families Association, and about 2,000 troops are taking part. Among those who are taking the salute on different nights are the Prime Minister and the Ambassadors of France and the United States. In addition to the marching and the massed bands, the programme includes the dramatic re-enactment of a D-Day incident by the Parachute Brigade, and the sounding of traditional calls by 100 cavalry trumpeters.

On left—

RIDING THROUGH LONDON: The detachment of Spahis, led by their band, parade through London streets to the White City, following their arrival at Olympia.

AFTER A "WORKING" LUNCHEON ON DISARMAMENT: Outside Winfield House, in London, are, from left: Mr. Selwyn Lloyd, M. Jules Moch (French delegate to the Disarmament Sub-Committee), Mr. A. A. Roschin, of the Soviet Embassy, Mr. Zorin (Soviet delegate), Mr. Harold Stassen (U.S. delegate), Mr. Dulles, Commander Noble (British delegate), and Mr. David Johnson (Canadian delegate). Mr. Stassen was host at what was described as a "working" luncheon. The American Secretary of State flew to London last week to take part in the discussions with regard to plans for international control of arms. He also had general talks with Mr. Macmillan.

FROM FRANCE AND RUSSIA: *Left* M. Moch and *right* Mr. Zorin arrive for the luncheon at Winfield House. On Thursday of last week M. Pineau, the Foreign Minister of France, came suddenly to London for a vital session of disarmament talks.

IN PENSIVE MOOD: Mr. John Foster Dulles looks extremely grave as he alights from his car outside Winfield House.

MR. DULLES IN LONDON

Vital Decisions at the Disarmament Sub-Committee

As the Disarmament Sub-Committee of the United Nations entered the fifth month of its current session in London the tempo of its labours was speeded up. Indeed, it seemed that the time had come for vital decisions to be taken on which its future must stand or fall. Since March much useful groundwork had been done. The five Powers represented—America, Britain, Canada, France and the Soviet Union—were apparently agreed in principle that the first stage towards partial disarmament should take the form of an experiment in the control and inspection of arms. The point of difference was how this was to be done, especially regarding areas to be open to aerial inspection.

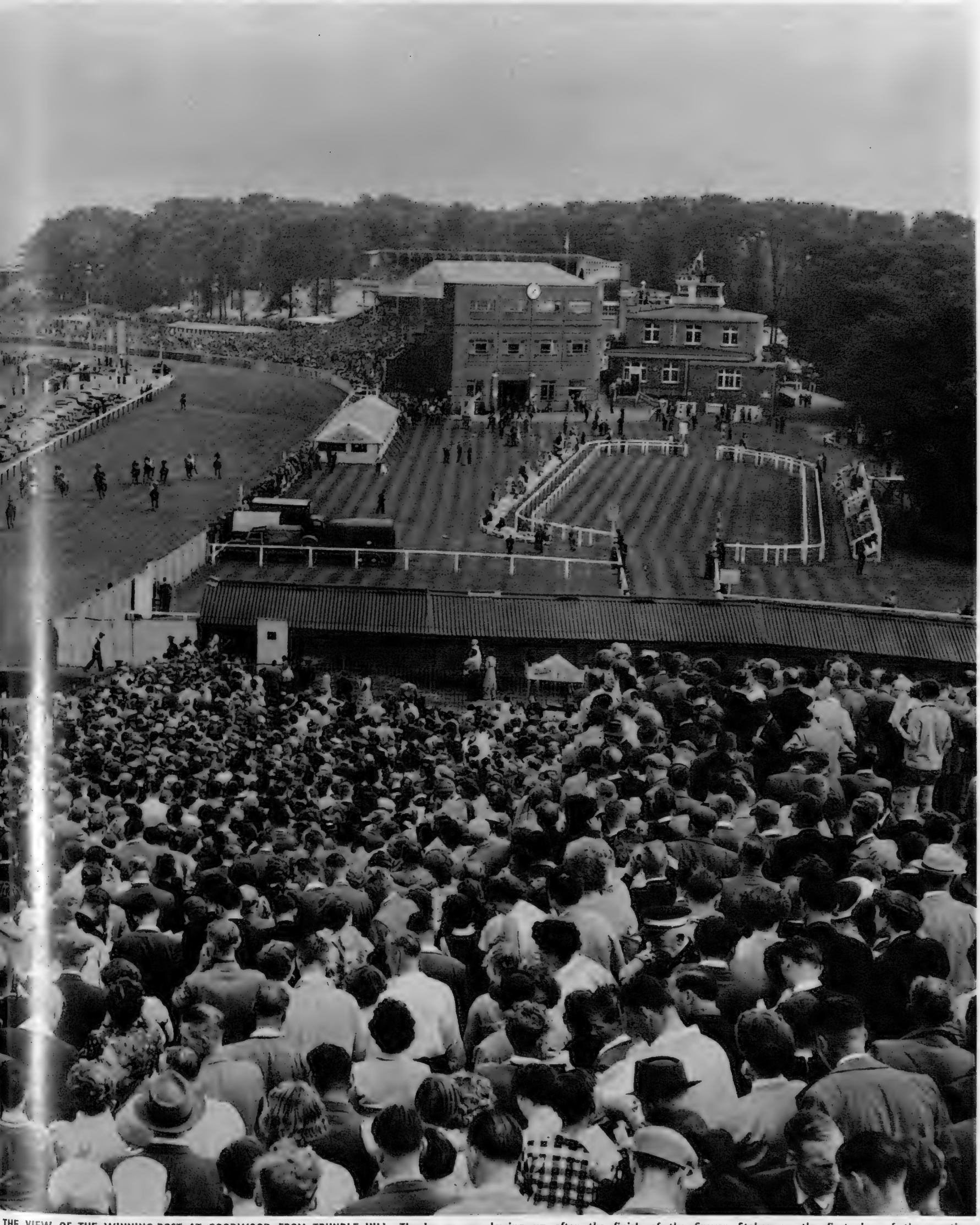
A fortnight ago it was suddenly announced that Mr. Dulles was flying immediately to London. His arrival was the signal for great diplomatic activity in which Mr. Selwyn Lloyd and M. Pineau (who came over from Paris) joined. After various postponements the sub-committee met to consider possible proposals for arms control. While he was in London the American Secretary of State also took the opportunity of meeting Mr. Macmillan at Downing Street. It was understood that besides disarmament they discussed the international situation, with particular reference to Muscat and Oman and other Middle East states.

A WIN FOR THE QUEEN: She is all smiles as she talks with her trainer, Captain Boyd-Rochfort, after her horse Almeria had won the Bentinck Stakes at Goodwood. As a result of this victory, Her Majesty again went to the head of the winning owners' list with £41,034 prize money to her credit so far this season.

NEARING THE FINISH: Mr. H. J. Joel's Promulgation (left foreground), with E. Smith up, forges ahead towards his victory in the Richmond Stakes. Pinched (right foreground), with Lester Piggott, was second, and Kelly (J. Purtell, hooped sleeves) third. *Below*—The field has passed the finish in the Craven Stakes.

RACING AT GOODWOOD

The Queen sees one of her Horses Win at the Sussex Meeting



THE VIEW OF THE WINNING-POST AT GOODWOOD FROM TRUNDLE HILL: The horses are slowing up after the finish of the Craven Stakes on the first day of the meeting. Lady Salisbury (A. Breasley) was first, Alresford (D. Keith) second and Cherry Hill (T. Carter) third. The finish is below the boards at the bend, and opposite are the stands and the Royal box. On the second day four favourites were successful. Splendid weather added to the enjoyment of the large crowd of racegoers last week.

Goodwood, on the South Downs, is one of the most delightfully situated of racecourses. If the weather is good—as it was this year—the meeting provides some of the most enjoyable days in the Calendar. The Queen and the Duke of Edinburgh were staying with the Duke and Duchess of Richmond and Gordon at Goodwood House and Her Majesty was present to see her filly Almeria win the Bentinck Stakes on the first day. The race is over the St. Leger distance of one mile and six furlongs, and of the seven entrants Seleucus set the pace from the start. About half a mile from home Carr, on Almeria, took up the running and, making full use of his mount's stamina, passed the post three-quarters of a length ahead of Hindu Festival (E. Hide), with Double Red (A. Breasley) the same distance behind in third place.

What was especially noteworthy about the Queen's win was that it put her again at the head of the list of winning owners, Sir Victor Sassoon being relegated to second place. As a result of this victory the Queen's prize money totalled £41,034, which beat her previous best of £40,993 in 1954, when she was at the head of the owners' list. The big race of the opening day—the Stewards' Cup—was won by M. V. Linde's Arcandy, ridden by T. Gosling.

The second day was remarkable for the fact that four out of the six favourites won. Quorum began the card by being victorious in the Sussex Stakes. He was followed by Promulgation, first past the post in the Richmond Stakes and Persian Flag winning the Goodwood Stakes. Then Court Harwell took the Warren Stakes. On the third day the Goodwood Cup was also a favourite's race, with Tenterhooks triumphing over the French hope, Macip.

THE OPENING IN THE LENIN STADIUM AT MOSCOW OF THE SIXTH WORLD YOUTH FESTIVAL: The flags in the crowded centre are those of some of the ninety nations which were represented at the festival, the theme of which, according to President Voroshilov, was peace.

THE MOSCOW YOUTH FESTIVAL

The Youth of Ninety Countries in the Russian Capital

The Lenin Stadium was the scene for the opening ceremony of the sixth World Festival of Youth. There Marshal Voroshilov, President of the Soviet Union, performed the opening. He said that the theme of the festival was peace and, because of the advent of the young people, spring had this year come twice to Moscow. The stadium was later used for sporting events. Ninety nations were represented in Moscow and the delegations varied in size from 3,000 Chinese to one Samoan. The British contingent was 2,000 strong, although they had received no encouragement from the Foreign Office. An estimated crowd of 2,000,000 people gathered in the streets of Central Moscow to welcome the seven-mile-long procession which drove in open trucks to the stadium for the opening.

MOSCOW BY DAY AND NIGHT: Vast crowds in the Mayakovsky Square welcome the delegates being driven in lorries to the Lenin Stadium. *On right*—Indian representatives perform national dances for the benefit of Muscovites before the illuminated fountain in Sovietskaya Square.

PIPERS IN THE BRITISH DELEGATION: They were among 2,000 Britons at the Festival. At the opening Britain marched with Oman's representatives. Another juxtaposition was the pairing of Israel and Egypt.

Britain's Motor Industry Looks Ahead

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

A COUPLE of years ago some very authoritative frowns were bent upon the motor industry, which seemed to the gentlemen in Whitehall to be doing altogether too well for the country's good, quite apart from its own. The tap of credit for instalment-buying was turned off to a trickle—incidentally demonstrating that Whitehall possessed at least one method of economic control, unfair and discriminatory though it might be, that would work—and last year's car recession, "automation strikes" and all, was imposed upon the ebullient industry. When petrol rationing had to be imposed after the Suez dispute, some official respite was granted: the hire-purchase restrictions were relaxed, though nobody thought they could do much to help "this unlucky industry." Within a few months, motor business had surged up so far again that the alarmed authorities decided to tighten up hire purchase once more.

Motor output in Britain is not yet quite over the rate of the 1955 boom, because production of commercial vehicles has not fully recovered; but in June the industry's production of cars, some 3,850 a day, was a new record. Most of the recovery in car sales, admittedly, has come from improved exports, which in the first half of this year rose very sharply, particularly to the United States, which is now Britain's best car customer abroad. But registrations of new cars in Britain have now crept up roughly to the levels of early summer 1955, when the motoring boom that first worried Whitehall was in full swing. There cannot be many fewer than 7,000,000 motor vehicles licensed to use the roads of Britain to-day; and at times this summer all of them seem to have been on the roads at once.

The growth of the "car population" in Britain, and the expansion of the production of motor vehicles to serve it, is one of the post-war developments in the British economy to which other industries and public services have been hard-pressed to adapt—and which on occasion, as in 1955, has been embarrassing for the whole country's balance of payments. How fast that growth, and the concomitant expansion of the motor industry, can be expected to continue is indeed one of the major questions that, for example, the steel industry and the Ministry of Transport have recently been trying to guess. For though the motor companies themselves have been investing large sums in increasing their capacity to supply cars and lorries, the heaviest investments in motor expansion have to be made by other people.

Current controversy about the time when Britain may need a new integrated strip mill in the steel industry, for example, turns largely upon the fact that the steel industry itself is a little less optimistic than the State-appointed Iron and Steel Board about the capacity of the motor industry here to sell enough cars to use, say, 90 per cent. more steel in the early '60's than it was doing in, say, 1954. The adequacy or inadequacy of Britain's somewhat expanded road construction programme, similarly, will depend upon how well the Ministry of Transport has guessed the extent to which future sales of cars may add to the traffic which already strains our road system to a standstill at peak times of the year and hours of the working day. Motor industry investment costs tens of millions of pounds: this "supporting investment" is measured in hundreds of millions.

Since the war the British car population has grown to just over twice the number licensed in 1938; the carriage of goods by road has increased even more, so that the total number of road vehicles licensed is not much less than two-and-a-half times as large as before the war. The motor industry's output is about three times what it was then. When all the extensions decided upon in 1954 and 1955 come into operation, the industry's manufacturing capacity might well promise an output four times as large.

Many forecasts have been made since the war about the total sales that the British car industry might achieve a few years ahead—the guesses often being made upon the assumption that the Government might favour the industry in its tax treatment, or that the car industry might standardise upon big vehicles, or small vehicles, or whatever kind of car happened to appeal to the forecaster. The industry, by and large, has so far taken none of this contradictory good advice; and in spite of Governments that have alternately blown hot and cold upon its activities, it has achieved a growth in sales roughly in line with the most optimistic predictions. There seems little doubt that the urge to own a car, acting upon a population whose steadily rising standard of living has given more and more people the chance to gratify that urge, is a good deal stronger than most people would ever have guessed, including some in the industry itself.

A large proportion of new cars, certainly—up to about 1953 the share was well over half—are sold to business companies, not to private motorists at all. And there is no doubt that most people experience their initiation to car ownership with second-hand vehicles. But the second-hand and new car markets are interlocked, so that every old car sold generates pressure somewhere else for another new car. Moreover, the further growth of sales upon which the car manufacturers are counting will clearly have to be based less upon the steady sales of cars to business firms than upon the growth of private motoring, generating private buying of new cars as well as used ones.

In recent months, understandably, the major car makers have been a little less anxious to discuss the expansion of sales for which the new factories that they have been preparing and the production lines they have been re-tooling were planned. Two years ago they were talking freely of 1,250,000 to 1,500,000 cars a year by the beginning of the '60's. Some of their suppliers, such as the steel industry, were always uncertain whether they could add up the planned outputs of each of the major makers and assume that all of every make could be sold. Surely somebody, they felt, might be taking some of the business that somebody else was preparing for, and further mergers among car firms were a distinct possibility. There might, on the other hand, be room for everybody in the expanding market—but perhaps not quite as much room for each as individual companies hoped.

The sharpening competition that they were then predicting did indeed occur—but in a period of car contraction, not expansion. All of the big companies had a fairly hard time last year; the extent to which their models were new, attractive, and economical had a good deal to do with how badly the car recession hit them, but so did their absolute size and resilience in absorbing bad sales for a year. It was generally believed in the industry, for example, that at the peak of the boom the two American car firms over here, Vauxhall and Ford, were making larger profits on each car than their main British rivals. Recession such as last year's does not lead to cutting of prices—except indirectly for second-hand cars and for allowances on cars traded in. Its main effect on the industry was to reduce the number of units over which makers can spread their overheads, and therefore to increase costs and shave profit margins.

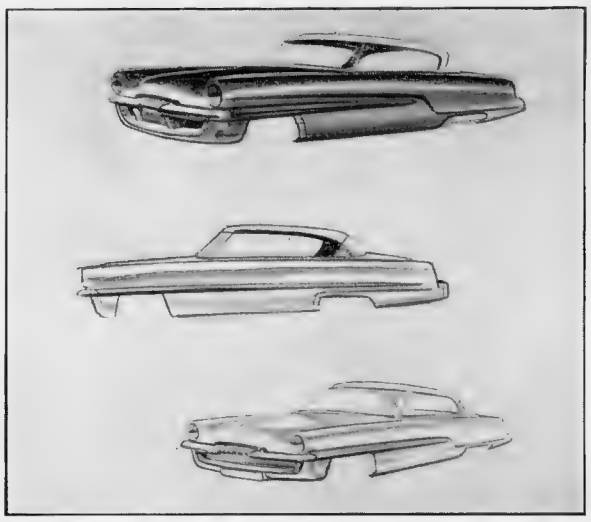
The extensions of capacity in which these firms have invested since 1954—including extension of "automation" in their machine shops and handling devices—have been based upon plans for such mass output. Counting upon the resurgence of demand this year and next, makers have been concentrating upon getting new models ready to launch, such as Vauxhall's new Victor.

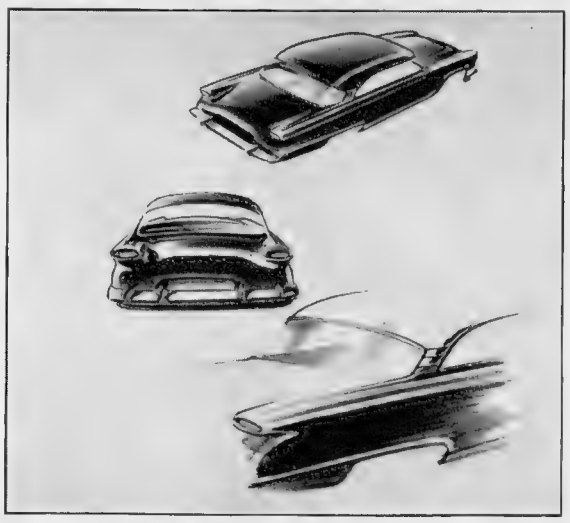
For the moment Ford has probably the edge on the others in styling. But Vauxhall will presumably soon have a larger new model to replace its present Velox range; and the British Motor Corporation has been buying designs from the great Italian names such as Ghia and Farina. We may soon expect to be beguiled with a handsome crop of new cars—and the eyes not only of their makers, but of steel and the industry's other suppliers, will be fixed closely upon our response.

Further pictures of car designing will be found on the following two pages.

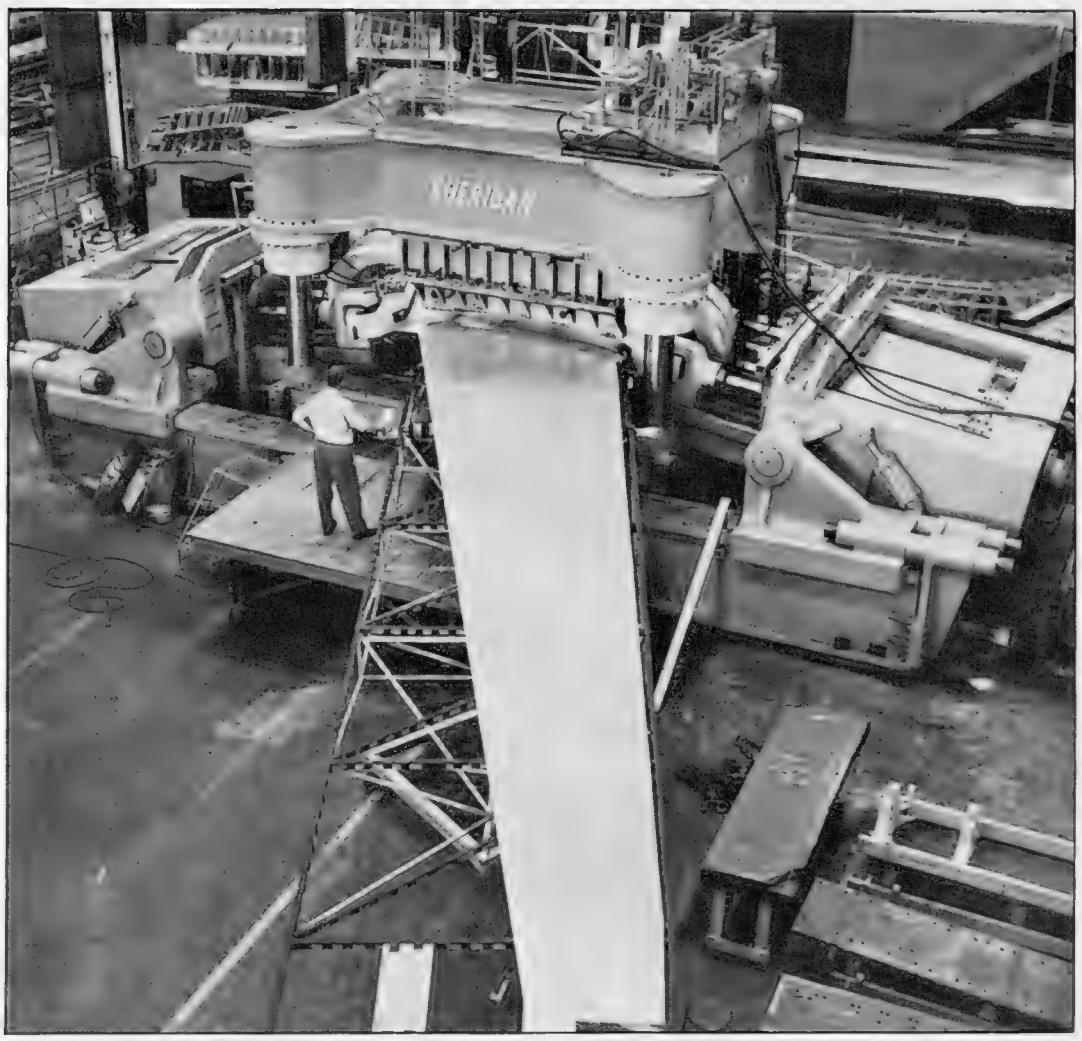
DESIGNING BRITAIN'S CARS—AN ESSENTIAL STAGE IN THE DEVELOPMENT OF THE AUSTIN CAMBRIDGE: In the early stages of the car's development at Longbridge, before the official name was chosen, the model was given the type symbol GS5. From the very earliest stages on the drawing-board the design of the car passed through many hands before going into production. This picture shows just one stage. But in the background are examples of earlier development work, including a small-scale model. The wooden foundation for the full-scale model is mounted on a special base and gradually covered with clay. The 10-in. lines marked on the base correspond with identical lines on the drawings. This ensures that the contours drawn on paper are faithfully reproduced.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*





THE LENGTHY TASK OF DESIGNING A NEW CAR—THE STYLISTS SET TO WORK : These rough sketches made by stylists at the Ford Motor Works at Dagenham, in Essex, are jus a few of the many which have accumulated over a number of years during the search for car designs. Those shown on this page eventually contributed ideas toward the design of the Consuls, Zephyrs and Zodiacs. There is no short cut to designing a car. Every detail is based on months of research costing thousands of pounds



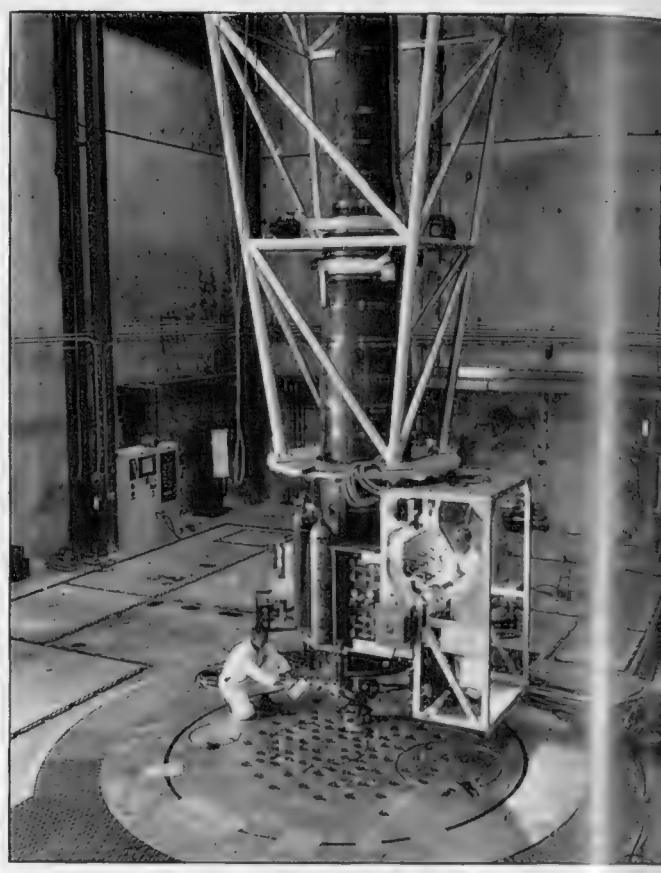
A LARGE "STRETCH PRESS"

This four-way Sheridan "stretch press"—the largest in the world—is being used by the Douglas Aircraft Company at Long Beach, California, to form part of the aerofoil for the DC-8 jet airliner from a large sheet of aluminium plate. The use of the plate assures greater wing strength. The press was specially designed by the aircraft company to accomplish the rather unusual contouring of the aerofoil. After rough trimming, the aluminium plate is moved to a power brake where a dihedral angle is formed. The four-way "stretch" then comes into operation. This process is carried out by centering the dihedral bend over a form die ram and engaging the jaws of the machine to the fore and aft sides of the skin. The ram section then rises under a pressure of 450 tons, stretching the skin longitudinally, while the four cylinder jaws each exert a pull of 150 tons to stretch the skin cordwise. The new skins are considerably thicker than those used on the Douglas Aircraft Company's current aircraft.

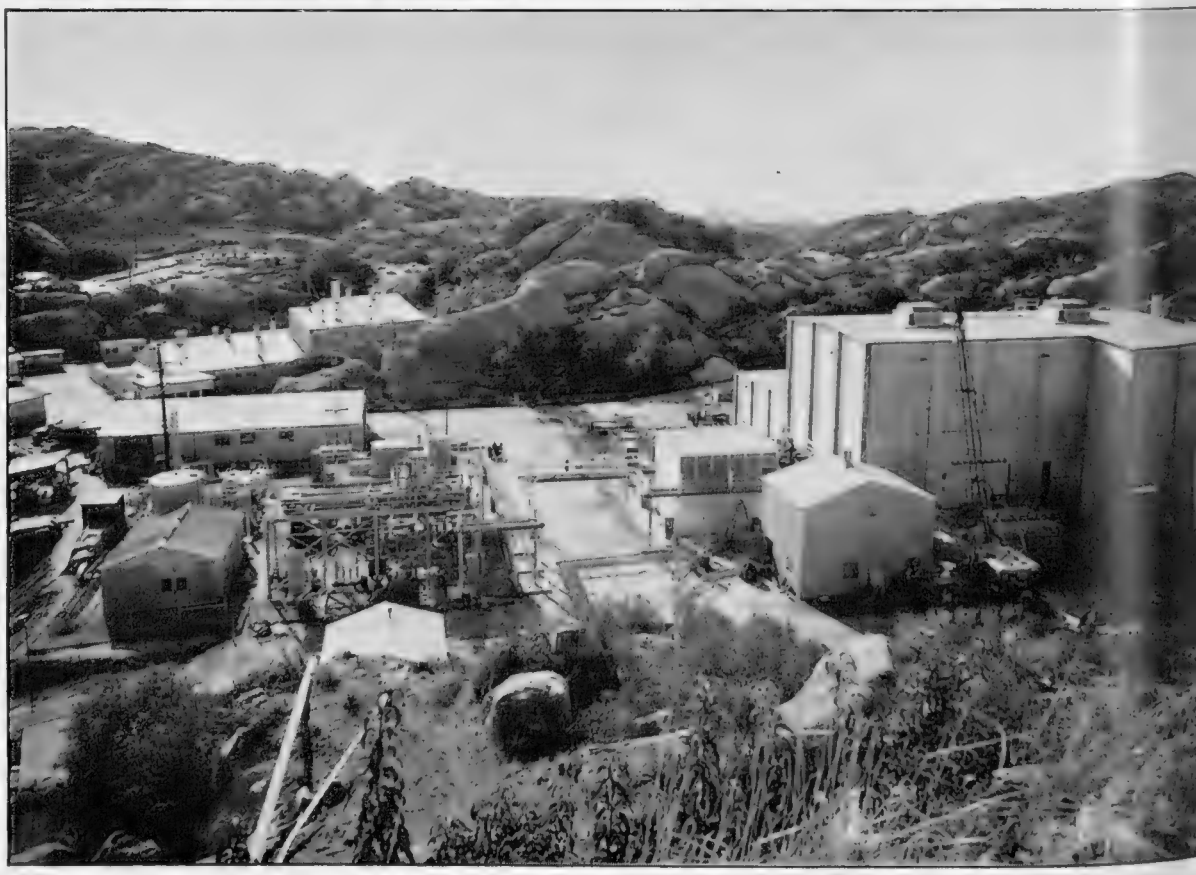
On right—

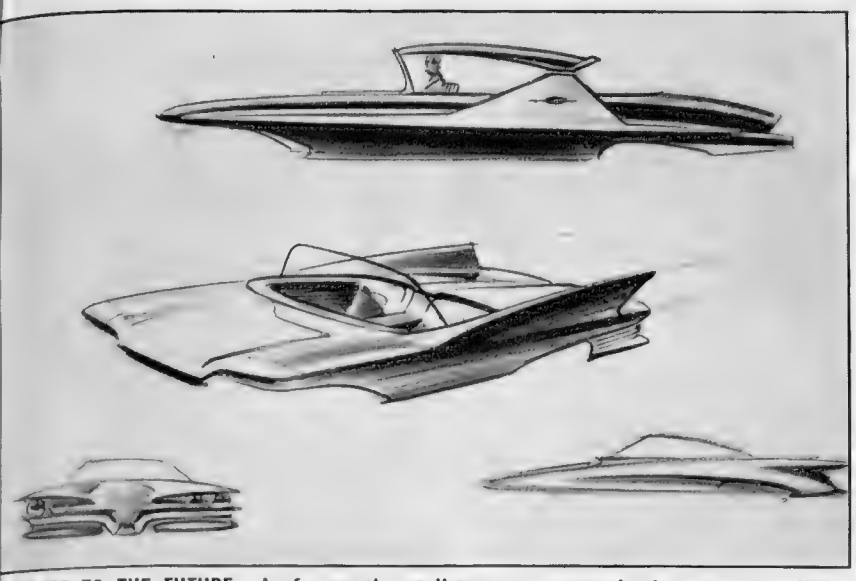
NUCLEAR POWER IN THE U.S.A.

The atomic energy reactor which has been installed in the Santa Susana Mountains, near Los Angeles, forms part of the Sodium Reactor Experiment (S.R.E.) being conducted by Atomics International, for the Atomic Energy Commission, to develop economic power from nuclear energy. The electricity is generated by an experimental power station which has been installed adjacent to the reactor by the Southern California Edison Company. Although the first power was produced last month, the reactor plant will not be operated at full pressure until later this year. The reactor is designed to produce some 20,000 kilowatts of heat from which the Edison equipment will generate approximately 6,500 kilowatts of electricity.



ELECTRICITY FROM NUCLEAR ENERGY : The huge lead-shielded chambe for loading uranium fuel into the atomic energy reactor buil by Atomics International, a division of North American Aviatio Inc., near Los Angeles, hovers over the "core" of the reacto sunk deep into the ground. Heat from the atomic "furnace" is used to generate electricity in the adjacent power station *Below*—A view of the project in the Santa Susana Mountains





LOOKING TO THE FUTURE: As far as the stylists are concerned, the present and the immediate future have passed. They are looking far ahead, and the sketches (*on left*) as well as the drawing (*on right*) indicate the possible trends in car design a few years hence. The "dream car," drawn by a Ford stylist, will not be seen on the roads of Britain, or anywhere else, for that matter. But it may well provide the basis for the design or inspiration for a component part at a later date.

DESIGNING BRITAIN'S CARS

In their search for the design for a new car, the stylists make many rough sketches before their final drawing is ready to show the vehicle in outline as well as to give an idea of the placing of the mechanical components and passengers. However, before this stage has been reached they may well have referred to other drawings and sketches which had been made much earlier in connection with an entirely different idea. From the drawing-boards the designs are taken a stage further by the making of small clay models which are even sprayed with paint to look more realistic. From this small-scale version, a full-size model is made to correspond exactly with the car which will eventually come off the production lines. Although much work is still required on the exterior, the interior is also subjected to extensive scrutiny and it is not until after many more months of careful planning that the final model is ready for approval. Even then there may still be additional adjustments before the prototype is made and the new car is ready to go into production.

On left—

A NEW MASSIVE REFUELLER

The 6,000-gallon Super Pluto Aircraft Refueller which the Esso Petroleum Company Ltd., has put into service at Prestwick Airport, in Scotland, is the first of two prototypes. It caters for both overwing servicing and underwing pressure refuelling and, with fully accurate metering equipment, can dispense 700 gallons per minute through twin hoses. The refueller, built by the Steel Barrel Co. Ltd., of Uxbridge, with a Foden 6-cylinder two-stroke engine tractor unit, is one of the largest in the world. It has been specially designed to provide the exacting high-speed servicing which will be essential for the efficient operation of the massive turbo-jet or turbo-prop aircraft which are now under construction.

On right:

URANIUM FACTORY

When an Atomic Energy Organisation was set up in this country in 1946, their first requirement was a factory for the production of uranium. There was also an urgent military requirement for plutonium, which is produced from uranium, and the construction and setting to work of such a plant was of great importance. To save valuable time, the buildings, including the water and electrical services of an existing chemicals factory at Springfields, near Preston, were taken over and used to house the plant necessary for the production of this commodity. This factory, using batch processes, has worked efficiently for nearly ten years, but in view of the increased development of nuclear power a larger plant is now required. This second uranium plant (seen under construction on right) will use processes of a more continuous nature, involving far fewer manually-controlled operations. Also, development work has enabled the Atomic Energy Authority to carry out certain "Economy Improvements."

On arrival in this country, the uranium ore is taken to the Springfields works, where it is treated to produce uranium metal. A plant of this magnitude requires a total of some 5,000 tons of constructional steelwork, and in view of the extreme urgency of the project, two companies were appointed to carry out this work. They are the Tees Side Bridge and Engineering Co. Ltd., Middlesbrough, and Robert Watson and Co. Ltd., Bolton. On completion, the new plant at Springfields will supply all the uranium used for the production of atomic power at Calder Hall and Windscale, in Cumberland, Chapel Cross, in Scotland, and the first of the civil stations on the nuclear power programme.

The World of Books

THE TRAGEDY OF CYPRUS

Lawrence Durrell's "Bitter Lemons"; Karl Marx and Marcel Proust; A Painter and a Poet; A Berkshire Village and other new Fiction

THE island of Cyprus, focus-point of trouble in our present days and with a history nearly 6,000 years long, is the subject of Mr. Lawrence Durrell's book, BITTER LEMONS (Faber. 16s.), which is more than a travel book, less rigidly planned than any guide and, all in all, as fine an introduction to this place of perplexities as can be imagined. Mr. Durrell, of course, brings to his writing two considerable assets: he speaks Greek well and he has a rare capacity for making friends. His thousand years of troubled history. After this odyssey, in the author's words, the Austrians have at last won both the basic struggle for their personality and the fight for their sovereignty as a nation-state. But the duties inherited from their past and the dangers inherent in their present remain with them. *The Austrian Odyssey* is the work of an expert on his own subject and, luckily for us, he is an expert with a rare power of conveying his meaning clearly and forcibly.

A LONDON MEMORIAL RE-ERECTED: Mr. Hugh Molson, the Minister of Works, addresses the Anti-Slavery Society in front of the Buxton Memorial Fountain in Victoria Tower Gardens at Millbank. The monument, which stood until 1951 in Parliament Square and has been re-erected at Millbank, commemorates Sir Thomas Fowler Buxton, a colleague of William Wilberforce in the campaign for the abolition of slavery 150 years ago.

Cypriot friendships appear to have stood the test of even the grimmest days of terrorism and reprisals.

Mr. Durrell went to Cyprus a few years ago with the object of buying a house and settling down to write further books. The house, an old Turkish one, was indeed bought and occupied, the relations with the local great and the local small were established and the writing began. Then came the change to an atmosphere of constant rebellion and the author found that he must leave his work and his part-time occupation as teacher of English in the local gymnasium to become a senior Government official and to identify himself with the bitter struggle. As a poet, he can write of Cyprus with sensitiveness and grace. As a man concerned with administration and also with the comradeship of the village tavern and the village square, he writes with affection sometimes and with profound understanding always.

After two years he left the island of St. Paul and Richard Cœur de Lion, of Makarios and Sir John Harding. As his taxi-driver took him by night to the heavily-guarded airport he said: "You see, the trouble with the Greeks is that we are really so pro-British."

THE AUSTRIAN ODYSSEY (Macmillan. 30s.), by Mr. Gordon Shepherd, is lucid and authoritative. It is therefore a book for those readers who have means of checking on the weight and validity of the author's opinions, and also for those who, modestly, would like to enlarge their more or less sketchy knowledge of the country. Mr. Shepherd has been for some years the Vienna correspondent of a distinguished London newspaper and his assignment covers central and south-eastern Europe. He is married to a daughter of an old Viennese family and his grasp of Austrian affairs and past history is based not only on his studies but on his friendships with many of its surviving political leaders from the days of the old empire or the first republic.

Mr. Shepherd begins his book with Bismarck's expulsion of the old Austrian Empire from the German Federation in 1866 and ends it in 1955, when the Second Austrian Republic regained its liberty after ten years of Four-Power occupation. The future of Austria is that of the youngest independent nation-state in Europe; its past, a

"Religion," wrote Karl Marx, "is the sigh of the creature overwhelmed by misfortune, the sentiment of a heartless world and the soul of soulless conditions. It is the opium of the people." Many years later, the French mystic and philosopher, Simone Weil, was to write that "Marxism is undoubtedly a religion, in the lowest sense of the word." For his erudite discussion of Communism, of the parties of the Left in democratic governments and of the role of the intelligentsia in all this, M. Raymond Aron has chosen a suitably provocative title in THE OPIUM OF THE INTELLECTUALS (Secker and Warburg. 35s.). This book, admirably translated by Mr. Terence Kilmartin, has been planned in three sections, progressing in a natural sequence.

The first is concerned with an exposure of some widespread political myths, such as—in M. Aron's view—the illusion that the Left is inevitably progressive and an advocate of freedom in work, thought and art, or of the rights of minorities to a choice. The second part discusses what may be the use or mis-use of history to justify a political expedient, and the third is concerned with the intellectuals whose sympathies are with the Left, in a woolly-minded kind of way. M. Aron, who is Professor of Sociology at the Sorbonne, writes of his own country with the brilliance of a first-class analyst and of England and its processes with an evident admiration. His reasoned attack on Communism and his contempt for Western policies of muddle or evasion may provoke not a few storms, but his book remains as a clearer of the air and therefore an extremely welcome addition to current thought and opinion.

For those students of Proust who have read and re-read his works and eagerly seize on each fresh commentary as it appears there is Dr. Milton L. Miller's NOSTALGIA—A PSYCHOANALYTIC STUDY OF MARCEL PROUST (Gollancz. 21s.). This, I must point out at once, is a work to be taken with complete seriousness or not at all. There do exist, even in the world of books, people whose reactions to psychoanalytical findings are frivolous, and these people will certainly not appreciate a work of this kind in which the writer attempts the first full psychological analysis of Proust, if one is to except the analysis that Proust made of himself in his writings. Certainly Marcel Proust provides a rich field for this kind of research. He could be called the classic neurotic, and his work is full of the signs and portents that such a man of science as Dr. Miller (who holds the Chair of Psychiatry at the University of South Carolina, in the United States of America) must find of the greatest significance.

INDIGO DAYS (Macgibbon and Kee. 18s.) is an example of the strange but wonderful fact that all painters write well. Or, to be scrupulously exact, that all the painters whose books I have ever read have written well. Mr. Julian Trevelyan, in this short autobiography, is no exception. He has written of his life, his friends, his early advice from Roger Fry, the different stages of his career through Surrealism and Abstraction to his present style with a long wartime stint as a camouflage officer, and he has written of it all with humour, detachment and a very acute eye indeed. I found his book not only an honest and therefore a valuable—document but entertaining to the highest degree.

COLLECTED POEMS (Macmillan. 25s.) of Dame Edith Sitwell is prefaced by her own notes on the poetry, an introduction of a kind I don't remember reading before but which, if written with the candour and objectivity of this one, should become an essential part of a collection and reveal even more of the poet than the poetry. "My poems are hymns of praise to the glory of Life," writes Dame Edith, and so, even in their least expected rhythms or their most sombre images, it can be claimed that they truly are.

This week's pick of the novels must properly begin with a story by Mr. Stephen McKenna, who will surely not object to being called a veteran novelist since his first and extremely successful novels appeared some forty-five years ago. His newest is THAT DUMB LOVING (Hutchinson. 15s.), a story of post-war readjustments in a Berkshire village where the big estate, feudally run and feudally bequeathed, is in danger of extinction. The younger generation, both men and women, fresh from their demobilisation, find that they have to solve not only the problems of their own careers and marriages but the problems of their parents' lives, too. Characteristically Mr. McKenna sees youth's point of view with as clear an eye as he turns on their elders' faiths and tenets, though perhaps the author's sympathies are slightly directed towards his contemporaries. His book is gently civilised and robust: recommendations even to the newer order of readers.

HERE 'S A VILLAIN (Peter Davies. 15s.), on the other hand, is robust, fairly civilised and very much the expression of this day and age, or of one aspect of it. Mr. James Mitchell writes about a town in the north of England, about a group of masters at a boys' school there and about the far-from-pedagogic *amours*, jealousies, entanglements and drinking bouts from which they seem to suffer in a way that is sometimes comic and mostly generally sordid. Mr. Mitchell, however, has a real gift for comedy when it is not the less subtle farce, and at least two of the characterisations portrayed in this book are superb.

(Continued on page

WAR REPORTER

Eye-witness of Battles in Russia

The war reporter of to-day has not the liberty of movement and expression allowed to Russell, or even the young Churchill. He is circumscribed by security regulations and often has to depend for his information on sterile "hand-outs." However, no one can stop him making mental notes and committing them later to paper. An excellent instance of this is Curzio Malaparte's THE VOLGA RISES IN EUROPE (Alvin Redman. 16s.). At one time he was the only front-line reporter in the whole of the U.S.S.R. He tells of the German invasion of the Ukraine in the Second World War and of the siege of Leningrad, which he witnessed from the Finnish lines. Malaparte, who died last month, was a writer of brilliance, who had a remarkable talent for depicting scenes on a grand scale, and of portraying the individual human tragedies of war.

James I, in his "Counterblast to Tobacco," regarded smoking as "a branch of the sin of drunkenness, which is the root of all sins." Indeed he went farther than that, calling smoking a custom loathsome to the eye, hateful to the nose, harmful to the brain, dangerous to the lungs.

Since James's day the pipe has been defeated by snuff, in turn snuff has been routed by the cigar, and finally cigar, pipe, and snuff have been engulfed in a tidal wave of cigarettes.

At the moment the whole question of tobacco is to the forefront as doctors, scientists and statisticians ponder its effect upon lung cancer. This is the moment that Compton Mackenzie, prolific author and abandoned smoker who enjoyed his first cigarette at the age of four, has chosen, in opposition to good King Jaimie, to launch his own particular counterblast. In SUBLIME TOBACCO (Chatto and Windus. 21s.) Sir Compton delves into the history of the fragrant weed, but first of all he engages us with a prologue on the dread secrets of his own smoking life.

"I have written this book," says the author, blowing a cloud of smoke in the direction of the nearest critics, "as a token of my gratitude for the immense benefits I have derived from tobacco and in complete certainty that I have not derived from it the slightest harm."

Few biographical dictionaries record details of the life of Edward Knight Collins. In fact, he seems to have escaped the biographer's net completely. Collins was the greatest American shipping man of the great period of expansion between the War of Independence and the War Between the States; he was the rival of Cunard and his life provides one of the most dramatic stories outside the covers of a work of fiction. For some reason W. Bolt Armstrong has chosen to write THE COLLINS STORY (Robert Hale. 18s.) in the form of a novel. Whether the free dramatisation is indeed the right way of going about dealing with so much rich and authentic material is a debatable point. However, Mr. Armstrong has done the job supremely well, and the rivalry of the paddle-wheelers on the Western Ocean, the striving for faster ships and public patronage, is told with great effect. The author, despite his employment of the novel form, has included a series of illustrations with the text, for the most part of the rival ships which Collins and Cunard sponsored.

The day-to-day lot of the man who accepts the responsibilities of police work and detection emerges as compellingly fascinating as seen through the eyes of Harry Soderman, a masterly story-teller. POLICEMAN'S LOT (Longmans, Green. 18s.) is now published a year after Mr. Soderman's death in Tangier and reveals the extent

"THE UNQUIET YEARS—U.S.A. 1945/55"

Herbert Agar is often and fairly praised for his prose style and historical judgment. His latest book, THE UNQUIET YEARS (Hart-Davis. 15s.), if his historical judgment be admitted, may suggest a rope too smooth and silken for a hanging so gross. It deals with a fearful decade in American history—a decade of realities and tests wholly unforeseen at the beginning of 1945. In those ten years which followed Hiroshima, the nation, called to the chief seat of world power, had to learn by trial and error some hard truths : there is no release in power even by victory. The sword can never be sheathed. Power may corrupt but quite certainly arouses world jealousy and even treachery from within, and power assumed or thrust upon a nation can never shed its load of responsibility. The burden remains and grows, till another nation assumes it of right.

1945 dawned fair for Roosevelt and for Truman called to replace him. The war was won. Russia "asked nothing better than the close friendship of America." A few months later the war was lost and Russia a deadly enemy. The Marshall Plan was born of this bitter discovery. The Berlin air-lift followed. The rape of Czechoslovakia drove in another nail to the coffin of dead hopes. China, a negligible "scene of civil war," emerged as a mighty Communist power. Korea followed and McCarthyism let Bedlam loose in America ; and, to crown all, the Bandung Conference opened up a new power bloc of half the world, hitherto voiceless and inconsiderable.

It was indeed a time for greatness, and time for new thought in a brand-new world which to-day has the means to destroy itself in an hour by pressing a button. Is Mr. Agar's indictment of American policy one which calls for the verdict "guilty but recommended to mercy on the score of inexperience"? Time and again he cites the warnings of Churchill (the elder statesman bred in the old-old traditions of power-responsibility and equipped with the global viewpoint), always disregarded for narrower considerations. Charity suggests a less harsh judgment. Democracy has its fearful handicaps. Its people won't be driven. Statesmanship is powerless against apathy. Citizens would not pinch to arm against Hitler. Americans could not accept the burden of supreme world power. Mr. Agar's brilliant book is a proof of the fearful weakness of democracy. When it is educated, responsible and disciplined, it is worth fighting for. When it is not, the good-time boys may decide the fate of nations with tragic consequences. Even so, despite the handicaps, American statesmanship wrote some sound items on the credit side.

John Gore.

THE ELWOOD WAGER (Methuen. 12s. 6d.), though its plot revolves round a spectacular game of cricket, is by no means to be limited to cricket fans. On the contrary, this is a tale for all lovers of Good Clean Fun or, indeed, for anyone with an iota of the true sporting spirit. Briefly, Mr. Denys Roberts has imagined a match between neighbouring villages, a match arranged by two gentlemen in the Magistrates' Court, and thereafter in front of crowds of witnesses, and turning on a bet of £10,000, a sizeable sum in any county. This extraordinary venture being decided, any rules recognisable by M.C.C. are quickly discarded and both sides resort to the basest of tactics. Quite hilarious, in a nice way.

Vernon Fane

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which he gave his personal interest to the establishment of an international police organisation.

Dr. Edgar B. Schieldrop, Professor of Applied Mathematics at Oslo University, writes on THE AIR (Hutchinson. 30s.) in the series of four independent books dealing with *The Conquest of Space and Time*. He discourses on the basic principles of flight in heavier-than-air machines and presents his subject with a wealth of illustrations.

The uniform edition of the works of Colette is making rapid progress, and already over a dozen titles have appeared, among them the incomparable and devastating Chéri, Gigi and Julie de Carneilhan. The latest additions to the series are MY APPRENTICESHIPS and MUSIC HALL SIDELIGHTS (Secker and Warburg. 15s.), which together make an admirably well-knit volume. Both are autobiographical, but *My Apprenticeships*, written at the age of sixty, has less spontaneity than the robust and humorous sketches of Colette's fellow players of the music hall which were first published in 1913. Neither of these titles has appeared before in English.

The St. Martin's Library, that excellent series of cheap paper backs, announces four new titles, A. G. Macdonell's ENGLAND, THEIR ENGLAND (Macmillan. 3s. 6d.), Osbert Sitwell's GREAT MORNING (3s. 6d.), and THE SAVOY OPERAS, Volumes I and II (3s. 6d. each). Sitwell's autobiographical pages make particularly good reading, not least his pocket-money problems at the age of nineteen when his father thought a shilling a week was adequate and young Osbert responded by running up a horrific debt of over £300. The correspondence between these two was full of vigour and righteousness.

R. C. E.

THE ART OF THE PORTRAIT COPYIST

AN ORIGINAL OF A PORTRAIT OF THE QUEEN AND ITS COPY : On the left is the portrait by Pietro Annigoni which attracted considerable attention when first shown in London. On the right is a copy by the pupil of Annigoni, Luciano Guarnieri, who is sitting between the pictures. The copy is for the British Embassy in Rome.

BY MASTER AND PUPIL : *Left*—The face of the Queen in the original painting by Annigoni. *Right*—The copy of the same section of the portrait by Guarnieri. Annigoni is understood to have discovered Guarnieri in Florence and to have nominated him to make the copy on which he has been working in a studio in London.

There are two reasons for painting a copy of a picture. One is that the competent artist's brush makes a more faithful reproduction than even the most up-to-date of cameras. The other is that in working on a copy of a painting of class the copyist is learning all the time. Indeed, studying the details and copying the creations of the masters is a very necessary part of the painter's training. Genius of any kind has to be developed by imitation.

Pietro Annigoni's portrait of the Queen is excellent material in this respect. Her Majesty stands almost full length in the foreground wearing the splendid Garter robes and insignia. Behind is a fascinating background drawn from the artist's imagination and not a little reminiscent of a Master of the Italian Renaissance. There are delicate trees and slopes, a distant prospect of Windsor Castle and on a lake a man in a boat fishing. The figure is said to represent Annigoni himself. The lower part of the background is tinged with pink. Above is a pale blue sky.

A STUDY IN ARTISTIC CONCENTRATION : Guarnieri works on his copy with the original of the portrait behind him. The attraction of Annigoni's canvas of the Queen is the abundance of detail, both in the Garter Robes and in the background.

The portrait was commissioned by the Fishmongers' Company to hang in their restored Hall in the City of London. It was shown to the public in the Royal Academy of 1955 and was generally regarded as one of the pictures of the year. More lately the British Ambassador in Rome decided that he would like a copy of the painting, besides the copy of the State portrait by James Gunn which is being provided for all British diplomatic missions.

Annigoni was consulted and recommended a fellow Italian, Luciano Guarnieri. This twenty-seven-year-old artist is a native of Florence and the son of a barber there. Fourteen years ago he was sitting drawing in a street in Florence. Annigoni passed by, stopped to look at his work, was deeply impressed and took Guarnieri as his pupil.

The pictures above, taken recently in London, show Guarnieri with the original and his copy. It can be seen at once that the reproduction is very faithful, in the sense that only a skilled artist could make it after prolonged study of the master's work. The most noticeable difference between the two canvases is that the colours in the copy look slightly less powerful than those in the original. However, this contrast will almost certainly disappear when the reproduction is glazed. In fact, it will probably take an expert to distinguish between the two. Annigoni's opinion of the copy is that it is excellent and he is reported to have said that he would not have allowed anyone else to undertake it.

The British public may, before very long, have the opportunity of judging Guarnieri in a wider range of his work. It is understood that he is making a series of drawings of London, and that, when completed, these are to be shown in the West End.

THE MOTORIST AND INSURANCE

An Idea for Careful Study ; Victory for Stirling Moss and Tony Vandervell ; Car Sales ; Speed Traps ; and a New Estate Car

By "THE SPHERE" MOTORING CORRESPONDENT

ONE of the motorist's big worries these days is the mounting cost of car insurance. The underwriters say the recent big increase in premium rates was inevitable. The accident figures are going up, they say, and so is the cost of repairs. All very true, says the careful driver, but why should I and other motorists with good accident records have to subsidise the careless and accident-prone drivers? He 's got something there, of course. It is obvious that no-claim bonuses do not adequately bridge the gap between the driver who never makes a claim on his insurance company and the driver who is always getting into trouble.

So I was interested to come across a timely revival, the other day, of the idea that motoring insurance should be hinged on the driver rather than on the car. It is certainly unfair that a skilful driver who runs a sports car with excellent brakes, road-holding and steering, should have to pay so much more than a short-sighted and nervous beginner running around in a small family saloon with poor brakes, loose steering and a windscreen he can hardly see through.

Let me quote from what the *Economist* Intelligence Unit has to say on this subject in a paper prepared for a big firm of insurance brokers : " If each holder of a driving licence insured himself against third-party risks we would thereby recognise the principle that in itself a car is not dangerous ; it becomes inherently so when driven and the degree of danger is determined by the quality of the driver.

" The record of each driver would then be known to insurers, which is not the case at present, and rates could be fixed accordingly. Here would be a new and powerful weapon against the dangerous or accident-prone as well as an encouragement to the careful and safe driver.

" The cover would protect the person concerned while driving any vehicle for which he holds a driving licence. The insurers would obtain a premium from each licence-holder and competition would see to it that the cost would be held to a minimum. The worst drivers would have to mend their ways or go off the roads.

" The owner of a vehicle could, in addition, insure his vehicle against loss or damage, including his liability as owner, not as driver, and this also would protect the driver from loss or damage to the car."

To me it seems an idea meriting careful study by all concerned. The basic third-party premium would have to be low to prevent the remedy becoming worse than the disease. I have in mind a family in which father, mother, son and daughter all hold driving licences. For them motoring could become even more expensive than under the present insurance system if the suggested compulsory third-party premium were at all steep.

At the recent motor race at Aintree Stirling Moss became the first British driver to win the British Grand Prix in a British car. But his victory was much more than that, and the British Vanwall in which he won the 270-mile race deserves much of the credit. It was the first time for thirty-four years that a British car had won a major Grand Prix and only the second time that a British driver had triumphed in the British Grand Prix (chosen this year as the Grand Prix d'Europe). Moss won the British event in 1955, but that was in a German Mercedes. Now he has done it again in a British car. No wonder, after the race, he said he had achieved one of his life's ambitions.

Mr. Tony Vandervell shared in Moss's joy. He is the man who built the Vanwall. This millionaire industrialist, who has made a fortune from the manufacture of special bearings for car and aircraft engines, was formerly associated with the ill-starred B.R.M. project. He pulled out of that venture and said he could do better on his own. He has. Success has not come easily. It has cost him hundreds of thousands of pounds to develop the 2½-litre, 4-cylinder, disc-braked, fuel-injected Vanwall to its present peak of perfection. He has had setbacks which would have discouraged men with less faith and courage. He tackled problem after problem with the enthusiasm and energy of a buccaneer. Now he has had his reward, though Tony Vandervell is more likely to regard his British Grand Prix victory as a challenge to go out and beat the Italians on the Continental tracks.

More new British cars were sold abroad than on the home market in the first half of 1957. Nearly 390,000 cars were built, compared with 412,907 in the first six months of last year. The number exported was 205,000, which is 23,500 more than in the same period last year. The credit squeeze and other factors restricted home car sales to fewer than 200,000, compared with about 230,000 in the same period last year. The motor industry's export successes have been gained in spite of this deliberate and severe discouragement of home sales. It is a serious handicap to the big car firms, for a healthy home market can play a big part in keeping prices down.

A striking feature of the export picture is the place now held by the U.S. at the head of our list of best foreign markets. We sent 43,000 cars there in the first half of 1957—nearly three times as many as in the first six months of last year.

A NEW SPORTS CAR IS SHOWN IN ITALY: The Abarth 750, which is also known as the crocodile, is seen in Turin. It has been built by Pinin-Farina, of Turin, and has a special body to enable it to reach high speeds, the maximum of which is given at about 125 m.p.h. The car is powered by a 747-c.c. engine which has four cylinders and four gears (no reverse). *On right*—The side view of the new car shows the hood raised.

A lively battle is in prospect over the operation of radar speed-traps in Lancashire. The County Constabulary have bought radar speedometers from the U.S. to install in the luggage-boots of police cars to catch motorists speeding in built-up areas. Similar equipment has been in use in Northern Ireland for some time, and in spite of spirited opposition by the Automobile Association, a large number of speeding convictions has been obtained.

But the A.A. is not discouraged. It will continue the fight in England.

Said an A.A. official : " The range of the speedmeter is limited to a distance of about 170 ft., which means that a vehicle travelling at 40 m.p.h. may be in the effective part of the beam for only seven-tenths of a second. The reading shown can be influenced by external factors such as the siting of the instrument, other vehicles passing in either direction, cyclists or even by pedestrians who happen to enter the beam."

I hope the A.A. challenge will help to restrict speed-trapping by the police, for while I hold no brief for the motorist who drives too fast, I think the police could do more in the interests of road safety by keeping the main roads clear of carelessly, selfishly-parked cars.

Do you use a roof rack? If you do, you have doubtless come up against the problem of adequately protecting from rain and dust the luggage you strap to it. There is now on sale, for £3 19s. 6d., a spring-roller device which enables roof-rack luggage to be quickly and neatly covered up. It is called the "Coverack," and is made of tough rayon fabric treated with vinyl and wound on a spring-loaded roller attached to the rear cross-member of the rack. You pull the weatherproof sheet forward over the luggage and attach it to the front bar by means of elastic tapes and clips. There are neat side panels which you tuck in and attach in the same way.

Full marks to the Rootes Group for their new Hillman Minx estate car. It is good-looking, has an adequate performance, and carries a big load. Furthermore, it is easy to get in and out of the car. The price is £938 17s., including £313 17s. tax. (How calmly we take that purchase tax. How little we protest against its continuance! Just think : this new estate car would cost only £625 if it were not for that wretched imposition.) To continue, the new Minx station wagon shows a number of improvements on the model it replaces. First and foremost, it now has four side doors, in addition to the one at the back. More than ever can it claim the comfort and convenience of a saloon and the carrying capacity of a small van. This estate car uses the same well-tried engine as the saloon version of the Minx. It is a four-cylinder unit of 1,390 c.c., developing 51 b.h.p. 4,600 r.p.m.

A NEW ESTATE CAR WITH MANY IMPROVEMENTS: The Hillman Minx Estate car shows a great number of improvements on the model it replaces. First, and foremost, it now has four side doors, in addition to the one at the back. The price is £938 17s. 0d. (including £313 17s. 0d. tax).

There is a gradually-growing demand for this type of utility car, especially now they are getting so good-looking. In making them to resemble more and more the saloon models from which they derive, I think the manufacturers are moving in the right direction. The timber-framed body, spurious or otherwise, is on its way out. It looks very nice, but its place is in the country. On the other hand, the new Minx estate car looks so much like a saloon that it melts inconspicuously into the background of city traffic.

By and large, station wagons do not command such good second-hand prices as comparable saloon models. It is a fact that deters many motorists from buying one. The trend away from the timber-frame concept, so well exemplified by the new Minx, will undoubtedly help to maintain used-car prices in the field of the estate car.

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him, c/o The Editor, THE SPHERE, *Ingram House, 195–198, Strand, London, W.C.2.*

A LATE SUMMER OR AUTUMN MOTORING TOUR may be in your mind. Let me suggest you follow in our car tracks of a fortnight ago. Part of it was planned but each day allowed for elasticity. We never knew until lunchtime where we would make that night's halt, when we either telephoned to make sure of a roof over our head or, for the most part, left it until we arrived at our prescribed destination. Arriving about 4 p.m. each day, it gave us time, after a cup of tea, to stroll around, and what a lot we saw and enjoyed in these little potters down the village street or up the alleyways of some market town.

Let us briefly flash back on that fortnight. Starting from London (we always kept off the Great North Road as much as possible) we turned off at Welwyn for Hitchin, where we stopped for lunch at The Sun which, of recent years, has come under the same direction as The Cromwell at Stevenage. Crossing the Great North Road at the traffic lights at Baldock, we headed for Royston and Huntingdon, then kept up the Great North Road to Norman Cross (make a note of The English Garden Hotel) and by way of Peterborough and Bourne, made Lincoln our first night's stop. We stayed at The White Hart which, with its lovely furniture, modern appointments and excellent service, must give every visitor a good impression as it did us.

Next day, via Gainsborough, Thorne and Selby, we came to York, had a peep at The Minster and made for Harrogate, where there is a much wider choice of accommodation than in York. Our Recommended Hotels are The Old Swan, Cairn (Trust House), The Russell in Valley Gardens and the small Studley which has quite a distinctive character of its own. The Yorkshire Show was in progress, so with the wisdom of knowledge we pushed on to The Spa Hotel at Ripon, an excellent choice for anyone seeking a quiet and comfortable night.

On the third day our objective was an hotel on Lake Windermere, and to avoid as much as possible the A.59, which is a busy and winding road from east to west, we proceeded by Pateley Bridge and joined the main road to Kendal just short of Settle. If the weather is fine, we advocate that the touring motorist should devote three days to sightseeing; two nights should be spent in or near Windermere, one day going over via Ulpha to Eskdale (lunch at The Bower House Inn), one spent partly in taking a trip on the lake and pottering around, and one full day with Keswick and district as one's base. In and around Windermere end we recommend The Wild Boar, near Crook, the Belsfield or Old England at Bowness-on-Windermere or Langdale Chase—all right on Lakeside. Around Derwentwater we suggest the Lodore Swiss Hotel at Borrowdale, the small Borrowdale Gates Hotel (unlicensed), The Derwentwater at Portinscale, the Keswick Hotel or, for a country-house type of unlicensed hotel, Castlerigg Manor. On leaving, make for Ullswater, and at Pooley Bridge ask your way to Sharrow Bay Hotel, well worth visiting for its view, its food, its friendliness and because, in many ways, it is so pleasantly unhotel-like.

Leaving Sharrow Bay, where we had a delicious lunch, we started to head southwards and by turning right for Askham and Bampton (had a peep at Haweswater), we avoided the A.6 except for a few yards by Shap, where we continued south for a mile or so until a sign directed us to turn off left to Shap Wells Hotel, which, being off the road, is a boon to all motorists who travel the A.6. The hotel is very comfortable, in fact there is nothing to touch it for quietude for miles around.

The next day, we were blessed with fine weather, marvellous visibility for a run southwards that not one in a thousand motorists knows anything about. A good road leads out from the back of Shap Wells Hotel grounds to Orton, Newbiggin and Kirkby Stephen. Here is a charming, once posting house, hotel, The King's Arms, where a holiday might be well spent, for Mr. and Mrs. Hibbert are excellent hosts and Kirkby Stephen is half-way between the Lake District and the Yorkshire Moors. Southward bound, the scenery was superb for the next fourteen miles to Sedburgh. Rather than stop in this small town we pushed on with the knowledge that off the road to Kirkby Lonsdale is a small inn called The Barbon about a mile off the road in the village of its name. Although too late for lunch we were able to obtain some nicely prepared sandwiches, which we ate in attractive surroundings. An inn well worth noting for some future trip in this area.

Determined still to avoid the A.6, we followed the road to Lancaster as far as Caton and here, by following the signs TO THE SOUTH, we continued until we saw a signpost on our left to " The Trough of Bowland " and Clitheroe. Then followed some eighteen miles of moorland and valley scenery, and our destination for two nights was Eaves Hall Hotel, Waddington, near Clitheroe. This is one of " the stately homes of England " and very comfortable and friendly. The hotel has some good fishing on the Ribble, so it is none too easy to get into, especially for a short stay. Good alternative accommodation in the near neighbourhood is The Moorcock at Waddington and The Shireburn and Bayley Arms Hotels at Hurst Green (Stonyhurst), near Whalley.

Space does not permit for outlining our remaining route homewards except to say one was spent at The Old Hall Hotel, Buxton, one at Oxford, and at Stafford we found a delightful new discovery in Tillington Hall Hotel which lies about 1½ miles from the centre of the town on the Eccleshall road. Standing back in its own grounds it proved unusually quiet and rural for such an important industrial area. Not that Stafford suffers from either grime or smoke for it is not, as some people imagine, in the Black Country or in the heart of the Potteries but is situated on the edge of Cannock Chase among a countryside of rich farms and big estates.

Tillington Hall, which is owned and run personally by Mr. and Mrs. Sydney Hall, has been most attractively decorated and equipped. All fourteen bedrooms are delightful and it should be recorded that the staff quarters are no less well equipped. Apart from quiet and attractive surroundings it is good food and wine that is the principal magnet of attraction at Tillington Hall.

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A first-class hotel with fine sea-front position. Noted for its catering and comfort. Refined, unostentatious. No dancing or music. Suites. Private bathrooms. Lift. Fully licensed. Tel.: 1555.

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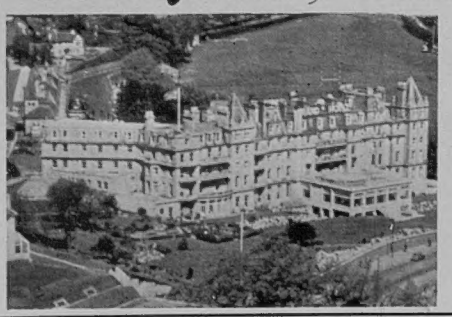

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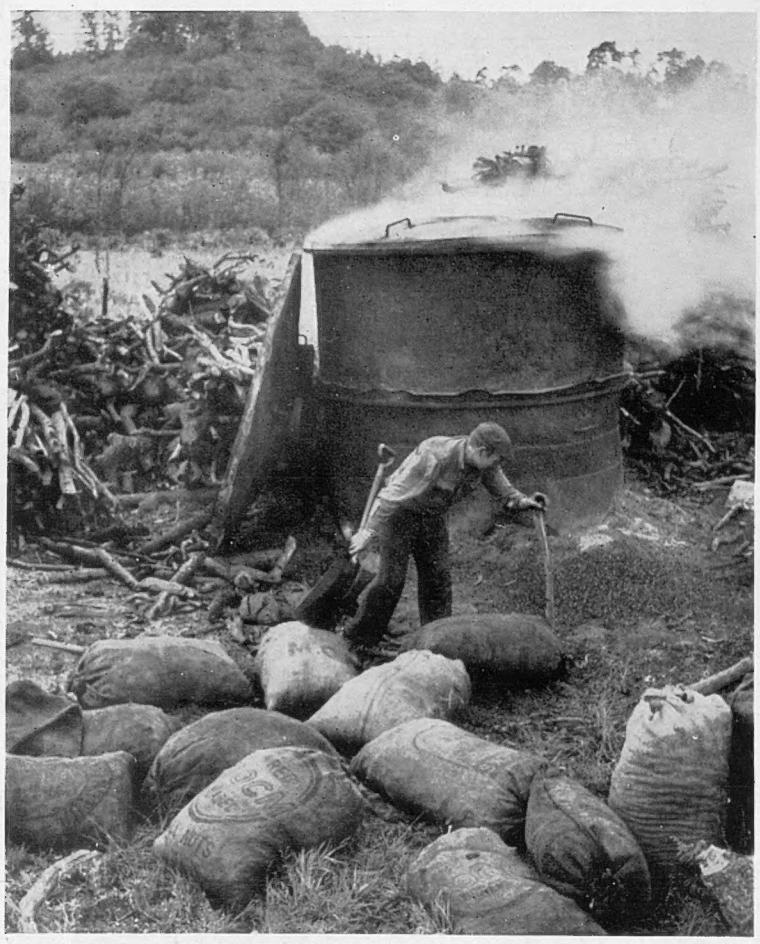
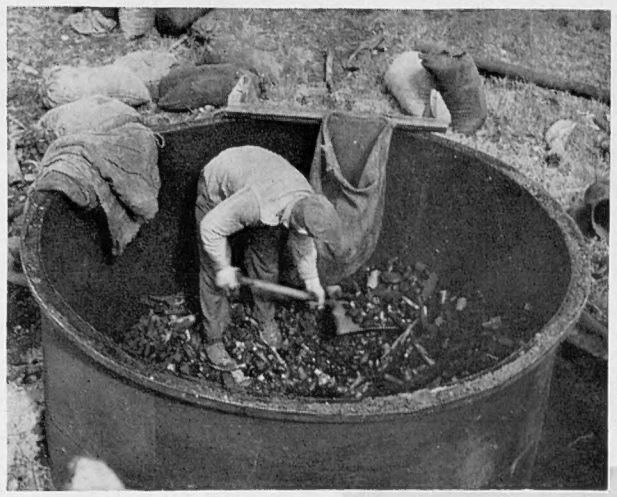
CHARCOAL-BURNERS IN SURREY

A Rare Sight in the English Woods



A CHARCOAL-BURNER IN OPERATION: While the contents of one kiln is burning he prepares the wood for the next load. The kiln is left to burn for anything between eighteen and twenty-four hours. Normally, the charcoal-burner lives in a caravan on, or near, the site of his work.



On left—
THE WOOD HAS BEEN REDUCED TO CHARCOAL: The charcoal-burner is shovelling the charcoal into sacks. Although the demand has slackened off, charcoal is still used for a number of purposes in industry.

Below—
STACKING THE SACKS: From a small kiln the operator can fill between twelve and fifteen sacks, and from a large kiln twenty to twenty-four sacks. He is paid by the ton of charcoal he produces. Oak, ash, chestnut and sycamore are used by the charcoal-burner.

Charcoal-burning in the English woods is now a rare sight. A few centuries ago it was a common occurrence to see the blue smoke of charcoal-burners drifting over the woods. In those days charcoal was used for the smelting of iron, but this ceased with the advent of coke; consequently, the demand for charcoal has slackened off. But it is still used for some metallurgical purposes, as well as a basis for chemical synthesis; the making of rayon and rubber accelerators; the manufacture of plastics; refining, and a few other processes.

To-day, the making of charcoal is practically confined to nomadic teams of workers. In various wooded districts the arrival of the wood-cutters and their caravans heralds the start of the proceedings. They fell trees, cut the branches into lengths of about 4 ft., and stack them in a clearing close to a track. When the newness of the wood has worn off, the charcoal-burner arrives, sometimes in company with his wife or colleague, and unloads his metal kilns near the stacked timber. The kilns are built in sections with a large lid, and when functioning are practically airtight; any gaps can be sealed with earth. Having a number of kilns at his disposal, the charcoal-burner uses them in rotation. When they are filled, paraffin is poured on to the wood and the contents are left to burn for anything between 18 and 24 hours. After the kiln has cooled, the charcoal is shovelled into sacks.

Normally, the charcoal-burner lives on the site in his caravan. Life can be very lonely, hard and dirty, but in fine weather it has its compensations. He is paid by the ton of charcoal he produces, and in a week of fine weather, working 10 hours every day with four or five kilns in operation, he can produce between 4 and 5 tons of charcoal.

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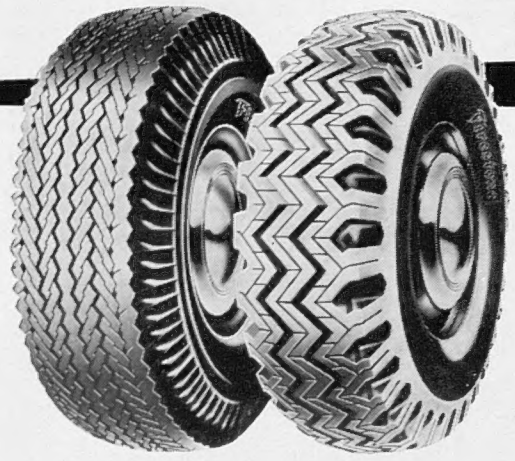

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when far o'er sea or land we roam? " †

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P.S. We will be most grateful if all names and addresses are written boldly in block capitals!

† *Thomas Moore*
1779-1852

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